



Housing Policy Department  
Received on:

MAR 29 2012

## CITY OF SIGNAL HILL

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2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

March 22, 2012

Governor's Office of Planning and Research  
P.O. Box 3044  
Sacramento, CA 95812 – 3044

Department of Housing and Community Development  
Division of Housing Policy Development  
P.O. Box 952053  
Sacramento, CA 94252-2053

**Subject:     2011 Annual Progress Report for the City of Signal Hill General Plan**

Attached is the 2011 Annual Progress Report for the City of Signal Hill General Plan approved by the City Council at a regular meeting on March 20, 2012 as required by Government Code Section 65400(b)(1). The progress report was reviewed by the Planning Commission before the Council approved its submittal to your office.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott", followed by a long horizontal flourish.

**Scott Charney**  
**Director of Community Development**

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10-20-1941





## CITY OF SIGNAL HILL

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2175 Cherry Avenue ♦ Signal Hill, CA 90755-3799

March 20, 2012

### **AGENDA ITEM**

**TO:** HONORABLE MAYOR  
AND MEMBERS OF THE CITY COUNCIL

**FROM:** SCOTT CHARNEY *SC/RB*  
DIRECTOR OF COMMUNITY DEVELOPMENT

**SUBJECT:** GENERAL PLAN ANNUAL PROGRESS REPORT

### **Summary:**

Government Code Section 65400 mandates that all cities submit to their legislative bodies an annual report on the status of the General Plan and progress in its implementation. The Planning Commission reviewed the progress report on March 13, 2012 and recommend that the City Council approve the submittal of the report to the State before the April 1<sup>st</sup> deadline.

### **Recommendation:**

Approve submittal of the Annual Progress Report to the Governor's Office of Planning and Research and the Department of Housing and Community Development.

### **Fiscal Impact:**

None.

### **Background:**

The Governor's Office of Planning and Research recommends that all California cities prepare an annual "progress report" on the status and implementation of the General Plan. The last comprehensive revision of the Signal Hill General Plan occurred in 1986. The Land Use Element was updated in 1989 and 2001, and the Housing Element was updated in 1989, 2002 and 2008. The Circulation and Noise Elements were updated in 2010.

## **Analysis:**

The annual review of the General Plan provides an opportunity to reflect upon the progress made during the past year. The attached progress report is for the calendar year 2011 (Attachment A). It provides an analysis of achievement of goals and implementation of major policies for each of the General Plan elements.

## **Land Use**

Notable Land Use achievements in 2011 include:

### **Projects completed:**

- Tenant improvement upgrades at the Mercedes Benz dealership at 2300 E. Spring St.
- Tenant improvements at the Boulevard Buick/GMC dealership at 2800 Cherry Ave.
- Phase I - Pacificwalk/Signal Hill Collection development at Pacific Coast Highway (18 townhome-style condominiums on west side of Orizaba Ave.).
- Second-unit at 3235 Orange Ave.
- In-N-Out drive-through restaurant at 799 E. Spring St.

### **Projects Under Construction:**

- EDCO recycling and solid waste transfer station at 2755 California Ave.
- EDCO administrative offices and terminal at 950 E. 27th St.
- Tenant improvements for Boulevard Cadillac dealership at 2850 Cherry Ave.
- New Police Station & Emergency Operations Center at 2745 Walnut Ave.
- Islamic Center at 995 E. 27<sup>th</sup> St.
- Second unit at 3331 Cerritos Ave.
- Second unit at 3347 Brayton Ave.
- Second unit at 1868 Stanley Ave.

### **Projects in Plan Check:**

- 1972/74 Dawson Avenue - demolish single-family dwelling and construct two single-family dwellings
- Phase II - Pacificwalk/Signal Hill Collection development at Pacific Coast Highway (35 townhome-style condominiums on east side of Orizaba Ave.)
- Aragon development – 81 townhome-style condominiums on Orizaba Ave. south of 19<sup>th</sup> St.
- Single-family dwelling at 2799 E. 21<sup>st</sup> St.

*Projects Approved:*

- Adopted upgraded standards for outdoor storage yards
- Revised Code to permit animal day care use
- Listed medical marijuana dispensaries as prohibited use
- Revised Code to allow rental car agencies in additional zones
- Adopted regulations for temporary food truck events on private property
- Adopted regulations for tattoo and/or body piercing studios including performance standards for separation from like uses and proximity to residential zones
- Adopted urgency ordinance regarding development standards for properties with oil wells in response to changes at State Department of Oil, Gas and Geothermal Resources
- Adopted Street Tree Ordinance

*Projects Under Consideration:*

- Library - the City Council established a Library Design Committee to review the conceptual site plan and design for a new library in Signal Hill Park. The Committee met several times during the year in anticipation of completing its work and making a recommendation to the Council in early 2012.
- Construction Time Limits - the Planning Commission directed staff to begin work on a zoning ordinance amendment to establish reasonable time limits for the duration of project construction. The issue was raised in response to complaints received about noise, dust, and loss of on-street parking from neighbors of several slow-moving projects.

## **Housing Element**

The Housing Element identifies constraints and opportunities in creating affordable housing in the City and serves as a comprehensive strategy of goals, policies and programs to preserve, upgrade, and create housing in general. It is the only element that is reviewed separately by the State Housing and Community Development Department (HCD).

HCD recently mandated that Annual Housing Element progress reports be submitted in a format approved by the Department pursuant to Government Code Section 65583. Accordingly, staff prepared the Housing Element portion of the progress report in the prescribed format.

Signal Hill's Regional Housing Needs Assessment allocation (commonly called RHNA) is 222 units for the period of January 1, 2006 to June 30, 2014. The housing element includes a list of approved projects demonstrating that we have zoning in place to accommodate more housing than our allocation. This is all that is necessary to achieve the RHNA obligation. Although not required, we track the actual production of housing.

In 2011, Signal Hill issued permits for 20 new dwelling units. This raises the running tally of housing produced during the planning period to 136 units. The remaining balance, or unmet 'need', is 86.

### **Circulation Element**

The Circulation Element establishes guidelines and policy direction for the development and maintenance of a comprehensive transportation system in the city and works with other general plan elements and regional transportation planning documents to plan for long-term development, maintenance, and enhancement of the area's circulation system. The latest Update occurred in 2010. Key achievements for 2011 include:

- Continued acquisition of properties for the Cherry Avenue widening project
- Participation in preparation of the Sustainable Communities Strategy (SCS) for the Gateway Cities (Attachment B)
- The Gateway Cities SCS was incorporated into the draft Regional Transportation Plan prepared for the Southern California Association of Governments covering the period of 2012-2035 (Attachment C)

### **Noise Element**

The City approved an Update of the Noise Element in 2010. Accomplishments for 2011 include:

- Enforcement of noise standards incorporated as a part of the 2010 Building Codes
- Enforcement of mitigation measures required by acoustical studies at the first phase of the Pacificwalk project along Pacific Coast Highway (a noise sensitive development given its location in a high-traffic corridor)

### **Environmental Resources and Parks and Recreation Master Plan**

State law allows local governments to combine two or more elements according to local needs and existing conditions. This was done in Signal Hill through the combination of the Open Space and Conservation Elements into the Environmental Resources Element in 1986. In 1989, the General Plan was amended to include the Parks and Recreation Master Plan to provide a blueprint for the development of the City's parks and trails system.

In 2008, the Parks and Recreation Commission and Community Services Department completed a Recreation Needs Assessment which will provide the basis for updating the Environmental Resources Element. Work on an update of this element will begin

when funding becomes available. In 2008, the City also formed the Sustainable City Committee which advises the City Council on environmental issues and studies ways to implement a sustainable framework that promotes environmentally sound and financially practical objectives. The Committee met monthly in 2011. In addition, the City adopted a Park Master Plan for Signal Hill Park and established the Library Design Committee to provide input regarding the design of a replacement library.

### **Safety Element**

The Signal Hill General Plan combines State mandated Safety and Seismic Safety Elements into the Safety Element. RGP Planning and Development Services completed a draft Update of the 1986 Safety Element. Staff will schedule the Safety Element Update for review by the Planning Commission and City Council in 2012.

Approved:

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Kenneth C. Farfsing

**Progress Report 2011**  
**General Plan Policies, Goals and Implementation Measures**

**Land Use Element**

Status Overview

**The 2001 Land Use Element contains 4 goals and 63 implementation programs. The significant achievements for the year 2011 are described by neighborhood:**

*North End Neighborhood*

- Construction complete for In-and-Out at drive-thru restaurant at 799 Spring Street
- Construction complete on second unit at 3235 Orange Avenue
- Construction commenced on second units at 3331 Cerritos and 3347 Brayton Avenues
- Approved two Matching Residential Rehabilitation Grants
- Beautification Award given to home at 3350 Gundry Avenue

*Central Neighborhood*

- Construction continued on new Police Station at 2745 Walnut Avenue
- Construction complete on tenant improvements for the Boulevard Buick/GMC dealership at 2800 Cherry Avenue
- Construction complete on tenant improvements for the Mercedes Benz dealership at 2300 Spring Street
- Adopted regulations for food truck events on private commercial properties
- Listed rental car agencies as allowable use in additional commercial zones
- Revised code to permit animal daycare use
- Beautification Award given to business at 2828 Junipero Avenue

*West Side Neighborhood*

- Continued proactive code enforcement activities to improve the appearance of the west side neighborhood
- Completed updated standards for outdoor storage yards and areas, including the prohibition of new yards, concealment of storage from public view and stormwater requirements

*Civic Center Neighborhood*

- Established a Library Design Committee to review the conceptual site plan and design for a new library in Signal Hill Park. The Committee met several times during

the year in anticipation of completing its work and making a recommendation to the Council in early 2012.

- City acquired property at 1917 E. 21<sup>st</sup> Street for expansion of Signal Hill Park
- Listed medical marijuana dispensaries as prohibited use
- Adopted regulations for tattoo and/or body piercing studios including performance standards such as separation requirements from like uses and proximity to residential zones

#### *Hilltop Neighborhood*

- Approved plans for custom home at 2799 21<sup>st</sup> Street
- Beautification Award given to home at 2875 Sunset View

#### *South East Neighborhood*

- Construction complete on Phase I of Pacificwalk (SP-18)/Signal Hill Collection development (first 18 of 54 townhomes west of Orizaba Avenue at Pacific Coast Highway)
- Construction continued on conversion of an existing duplex structure to a single-family dwelling and construction of a detached second unit at 1866 Stanley Avenue
- Plans for Phase II of Pacificwalk (SP-18)/Signal Hill Collection development in plan check (35 townhome-style condominiums on east side of Orizaba Avenue)
- Plans for Aragon (SP-15) in plan check (81 townhome-style condominiums on Orizaba Avenue, south of 19<sup>th</sup> Street)
- Approved plans for duplex at 1972-1974 Dawson Avenue
- Beautification Award given to home at 2017 Raymond Avenue

#### *Atlantic / Spring Neighborhood*

- Construction continued on EDCO recycling and solid waste transfer station at 2755 California Avenue
- Construction continued on religious facility at 995 27<sup>th</sup> Street
- Construction began for EDCO Administrative offices and terminal at 950 E. 27<sup>th</sup> Street
- Plans for medical office building at 845 Willow Street in plan check
- Adopted urgency ordinance for development standards for properties with oil wells in response to changes at State Department of Oil, Gas and Geothermal Resources

#### Goals

- Goal 1:       Manage Growth to achieve a well-balanced land use pattern that accommodates existing and future needs for housing, commercial and industrial land, open space, and community facilities and services, while

maintaining a healthy, diversified economy adequate to provide future City revenues.

- Goal 2: Ensure that new development is consistent with the City's circulation system, availability of public facilities, existing development constraints and the City's unique characteristics and natural resources.
- Goal 3: Assure a safe, healthy, and aesthetically pleasing community for residents and businesses.
- Goal 4: Ensure future land use decisions are the result of sound and comprehensive planning.

#### Implementation Programs

1. The City will encourage home ownership and improvement of the existing housing stock through residential rehabilitation grants for owner and non-owner occupied single-family dwellings and duplexes. *Accomplished through an ongoing program. In 2011, 2 grants were approved and funded.*
2. The City will adopt an Infractions Ordinance and seek other ways to improve the code enforcement system and require that property owners maintain their properties. *Adopted and implemented in 2002. In 2011, 2 administrative citations (infractions) were issued and remain unpaid.*
3. The City will use Traffic Calming strategies to reduce cut-through traffic in residential areas. *Accomplished and ongoing. Most recent efforts included vacation of a segment of Orizaba Avenue south of 19<sup>th</sup> Street to construct a cul-de-sac as part of the proposed townhome projects in 2006.*
4. The City will discourage the development of new "unattractive" storage yards and the City will consider amendments/programs designed to improve the appearance of existing storage yards. *In 2005-2006, the City adopted storage yard fencing standards and achieved full compliance on the fencing of approximately 100 storage yards in the City. In 2011, the City adopted standards for storage yards for concealment of items from public view and prohibiting new yards. Additional standards were added for storm water runoff. Notices went out to approximately 100 storage yards and areas with initial compliance estimated at 80%.*
5. The City will revise the Commercial/Industrial zoning standards to discourage the establishment of tractor-trailer truck, van, or bus storage or parking facilities. *The City actively enforces its trucking yard ordinance, adopted in 2006, to ensure that the 12 existing trucking yards stay in compliance and discourage any new facilities that do not meet the development standards.*

6. The City will discourage the development of tractor trailer truck terminals and storage yards. *See response to #5 above.*

7. The City will encourage home ownership and homeowner's efforts to repair and restore existing housing. *Implemented through ongoing programs (see response to #1 above).*

8. The City will encourage further development of neighborhood shopping opportunities. **In 2011, the City witnessed the following commercial activity:**

- **Construction complete for a In-N-Out restaurant at the Signal Hill Gateway Center on Spring Street**
- **Construction complete on tenant improvements for the Boulevard Buick/GMC dealership at 2800 Cherry Avenue**
- **Construction complete on tenant improvements for the Mercedes Benz dealership at 2300 Spring Street**

9. The Agency will acquire and restore the Las Brisas apartments and establish common ownership and management and maintenance programs. *Construction completed on Las Brisas I in 2004 and Las Brisas II in 2007. Most recent improvements included addition of solar panels on the Las Brisas Community Center in 2010.*

10. The City will implement the Park Master Plan and acquire and develop a Westside park. *Accomplished in 2005 with the construction of Calbrisas Park (0.5 acres) on California Avenue. In 2011, the City acquired property on 21<sup>st</sup> street for additional park space and adopted the Parks Master Plan.*

11. The City will consider ways to improve the interface or create buffer areas between existing commercial/industrial areas and residential uses. **In 2011, the City adopted updated standards for outdoor storage yards and areas, including concealment of items from public view and prohibition of new yards.**

12. The City will prepare specific plans for the Crescent Heights historical neighborhood and the Central Business District. *The Crescent Heights Historic District Specific Plan was completed in 2002. Incentives in the plan have resulted in the development of five houses, including one in 2010. The Central Business District Specific Plan has not been started.*

13. The City should encourage the repair and renovation of architecturally or historically significant houses by creating incentives to relocate dwellings into the Crescent Heights area. The Crescent Heights neighborhood should be given a special designation and a Specific Plan should be prepared to establish precise district boundaries, guidelines for design, landscaping, house moving projects, etc. *The Crescent Heights Historic District Specific Plan was completed in 2002. In 2009, the City abated a historic property on Gaviota, removing inoperable vehicles, junk, and overgrown vegetation. After securing the structure, the City examined its use as a historic museum.*

14. The City should continue to require the undergrounding of overhead utilities when practicable for new development, except for high-voltage stems (16kv and above). *In 2010 the City updated the Circulation Element which includes policies for undergrounding. In 2011, the City undergrounded utilities along the 2700 block of California Avenue, as part of construction on the EDCO Transfer Station.*

15. The City should coordinate traffic circulation studies and traffic enforcement efforts with the Long Beach Unified School District to improve pedestrian safety and traffic flow in vicinity of Signal Hill schools. *Implementation through on-going program. The City works with LBUSD on the review of environmental documents for new school sites, including for the new middle school under construction since 2009 at Cherry and 20<sup>th</sup>. In 2011, the City obtained a Federal Highway Safety Improvement Grant to install a traffic sign at Cherry/20<sup>th</sup> near the school.*

16. The City will streamline its housing-moving ordinance and consider developer impact fee waivers to encourage the relocation of architecturally significant/historical dwellings into the Crescent Heights Neighborhood. *Completed -- House-moving process was streamlined in development standards contained in the Crescent Heights Historic District Specific Plan.*

17. The City will encourage mixed-use development to encourage housing near retail centers and transportation corridors. **In 2011, construction complete on 18 of the 53 approved townhomes in the Pacificwalk/Signal Hill Collection development.**

18. The City should encourage the continuation of the development of the hilltop with high-quality housing. **In 2011, the City approved plans for one custom home at 2799 21<sup>st</sup> Street.**

19. The City should require developers to pay their fair share for improving roads and infrastructure related to their projects. *Implemented through ongoing fees and impact fee program.*

20. The City should follow the recommendations in the Hilltop Area Specific Plan regarding landscaping and the careful planting of trees so as not to create view obstructions. *A landscape architect is under contract with the City to review all hilltop landscape plans. The Hilltop Area Master Street Tree Plan was revised in 2003 to minimize view impacts from city street trees through selection of lower and slower growing tree species. In 2010, the City began a tree inventory in preparation of updating the Hilltop Area Master Street Tree Plan. In 2011, this tree inventory was expanded Citywide and the City adopted a Street Tree Ordinance that regulates the planting, maintenance and removal of street trees.*

21. Views from existing dwellings should be preserved when feasible, but efforts to preserve views should not infringe on the rights of property owners to develop in

accordance with the existing Hilltop Area Specific Plan. *Implemented through view analysis during Site Plan and Design Review.*

22. The City should encourage the development of a comprehensive system of sidewalks and trails to encourage walking and hiking and the enjoyment of the view from the Hilltop. *Implemented through Hilltop development.*

23. The City should consider revision or deletion of PD-2 zoning district. *Most recently, in 2007, 17 single-family homes were completed under the SP-14 Hathaway Ridge Specific Plan, formerly a part of the PD-2 zoning district.*

24. The City should encourage home ownership through efforts to develop affordable housing and home improvement through rehabilitation grants. *Implemented through ongoing program. In 2011, 2 grants were approved.*

25. The City should encourage further renewal efforts along Pacific Coast Hwy. **In 2011, construction was completed on 18 of the 53 townhomes in Pacificwalk/Signal Hill Collection (SP-18) on the west side of Orizaba Avenue at Pacific Coast Highway. Additionally, the remaining homes on the east side of Orizaba were submitted for plan check.**

26. The City should prepare a Specific Plan and rezone the Atlantic/Spring neighborhood for General Industrial and Commercial use. *In 2008, construction was completed of the A&A concrete batch plant at 900 Patterson Street. In 2010, construction began on the EDCO recycling and solid waste transfer station at 2755 California Avenue. In 2011, construction began on the EDCO administrative offices at 950 E. 27<sup>th</sup> Street.*

27. The City shall provide a range of housing types to meet the needs of the community. *In 2008, the City approved plans for SP-7, Special Purpose Housing for the development of 60 multi-family dwelling units for very low and low-income households at a 1.4 acre site on Hill Street at Walnut Avenue.*

28. The City shall provide its fair share of affordable housing consistent with State regulations. *Construction completed on Las Brisas I in 2004 and Las Brisas II in 2007. In 2008, the City approved plans for SP-7, Special Purpose Housing for the development of 60 multi-family dwelling units for very low and low-income households at a 1.4 acre site on Hill Street at Walnut Avenue.*

29. Developers shall pay their fair share for the cost of providing infrastructure improvement costs. *Implemented through ongoing programs. Impact fees for water, parks and recreation and traffic improvements collected on all eligible projects are as follows:*

- *In 2007, the City collected a total of \$1,092,211 in impact fees –*
  - *\$485,213 in water fees*
  - *\$495,088 in parks and recreation fees*

- \$111,910 in traffic fees
- In 2008, the City collected a total of \$631,908 in impact fees –
  - \$261,468 in water fees
  - \$333,328 in parks and recreation fees
  - \$37,112 in traffic fees
- In 2009, the City collected a total of \$278,270 in impact fees –
  - \$138,358 in water fees
  - \$69,536 in parks and recreation fees
  - \$70,376 in traffic fees
- In 2010, the City collected a total of \$550,699 in impact fees –
  - \$ 268,929 in water fees
  - \$ 205,834 in parks and recreation fees
  - \$ 75,936 in traffic fees
- In 2011, the City collected a total of \$350,270 in impact fees –
  - \$100,138 in water fees
  - \$220,418 in parks and recreation fees
  - \$29,534 in traffic fees

30. Gated communities with private security measures are encouraged to lower public policing costs. **In 2011, no new projects were approved that featured entry gates.**

31. The City shall use the Specific Plan process for planning major development projects. *In 2010, the City Council reapproved a specific plan for SP-15, Cityview Specific Plan for the development of 81 townhomes between Orizaba and Gladys Avenues at 19<sup>th</sup> Street.*

32. The City shall protect and enhance public viewing areas. *Accomplished with the Sunset View and Discovery Well parks, the Panorama Promenade, hilltop trails and Tribute to the Roughneck statue and public viewing area west of the Sunset View Park on Skyline Drive.*

33. The City will discourage the planting of trees that may mature to view obstructing heights through the Site Plan and Design Review process, and encourage property owners to enforce their homeowners' association rules and regulations concerning tree pruning and landscape maintenance. *Implemented through the Site Plan and Design Review process by having the City's landscape architect consultant review all tree plans for view impacts.*

34. The City shall, through the Site Plan and Design Review process, maintain a high level of control over design and architecture to achieve highest quality development. *Implemented through the Site Plan and Design Review process. In 2011, the Planning Commission granted 6 project approvals (6 approved in 2010, 7 approved in 2009, 8 approved in 2008, 21 approved in 2007).*

35. The City shall consider historic preservation when renovating City Hall and Civic Center buildings. *Civic Center renovation copied architectural elements from the City Hall building and historic photographs were included in the décor of the Community Center.* **In 2011, construction continued on new police station at Walnut Avenue which incorporated art deco design elements from City Hall to reinforce the civic nature of the building. In 2011, the City Library Design Committee considered designs for a new library to be located across the street from City Hall. The design included historic tributes to Signal Hill's past, including an oil derrick-inspired lighting concept and mosaic art at the entry.**

36. The City shall assure long lasting beauty and durable development through providing high quality plan review and inspection of construction. *Implementation ongoing through building plan-check and inspection programs.* **In 2011, 19 certificates of occupancy were granted for 18 residential units and 1 commercial/industrial units** (2010: 10 residential units and 3 commercial/industrial units; 2009: 6 residential units and 3 commercial/industrial buildings; 2008: 16 residential units and 2 commercial/industrial buildings; 2007: 82 residential units and 5 commercial/industrial buildings).

37. The City shall maintain an attractive oil field by enforcement of the Oil Code landscaping and painting regulations. *Implemented through annual oil field inspections program.* **In 2011, the City adopted an urgency ordinance which established interim development standards for properties with oil wells in response to policy changes for plan-approval by the State Department of Oil, Gas and Geothermal Resources.**

38. The City shall strive to improve the appearance of existing storage yard and older industrial properties through creative programs like the Orange Avenue Improvement Programs. *The City adopted new storage yard fencing standards in 2005 and by the end of 2006, 100% of the yards had complied with the ordinance.* **In 2011, the City held public workshops and hearings and approved updated standards for concealing items within outdoor storage yards and areas from public view. Additionally, stormwater standards were added and new outdoor storage yards prohibited. Storage yard/area property owners were notified and by the end of the year, 80% had complied with the updated standards.**

39. The City will review and revise, as necessary, parking lot standards and parking requirements for all land use categories. *In 2004, residential garage parking standards were revised in 2004 to require more garage spaces for larger dwellings. In 2005, a requirement for 72 cubic feet of accessory storage space was made for all new residential construction. In addition, a new ordinance was adopted increasing parking standards for multi-family residential projects by requiring one extra parking space per bedroom over two. In 2006, the City adopted stricter standards for single-family and duplex development by requiring 2, 3 or 4 stall garages based on the number of bedrooms. In 2008, the City modified the zoning ordinance to eliminate off-site parking for commercial properties requiring all projects to provide their parking on-site.*

40. The City shall encourage the repair and restoration of historically/architecturally significant dwellings. *The Crescent Heights Historic District Specific Plan was adopted in 2002. To date, two dwellings have been moved into district and an existing dwelling was restored. In 2008, construction was completed on one replica dwelling at 2450 Gaviota Avenue. In 2009 construction was completed on another replica dwelling at 1698 Crescent Heights Street. In 2009, the City abated nuisances (trash, junk vehicles, and overgrown vegetation) on a historic property on Gaviota Avenue.*

41. The City will, through its land use policies, continue to diversify the City's economic base. The City will encourage the growth of the Auto Center and Town Center retail sales tax generating businesses and the development of diversified sources of sales taxes such as business-to-business sales. *In 2008, the City rezoned several properties along Spring Street to SP-4, Auto Center Specific Plan, to expand the Auto Center. In 2011 tenant improvements were completed for the Boulevard Buick/GMC dealership at 2800 Cherry Avenue and for the Mercedes Benz dealership at 2300 Spring Street. Additionally an In-N-Out restaurant at 799 Spring Street was completed in the Gateway shopping center.*

42. The City shall enforce the Oil Code to minimize the affects of the interactions of oilfield activities and other urban uses. *In 2010, Signal Hill Petroleum Company implemented the Long Beach-Signal Hill geophysical survey. In 2011, survey work continued and the City adopted an urgency ordinance which established interim development standards for properties with oil wells in response to policy changes for plan-approval by the State Department of Oil, Gas and Geothermal Resources.*

43. The City shall study the nonconforming uses ordinance and mechanisms to abate nonconforming uses over time. *Not implemented.*

44. The City should improve library services and seek funding to develop a new larger library. **In 2011, the City Library Design Committee considered designs for a new library to be located in Signal Hill Park in the approximate location of the existing library and police station which will be demolished as part of the project.**

45. The City will continue to collect developer impact fees from developers of new projects consistent with the need to upgrade and complete park, sewer and water storm drain and circulation master plans. *Accomplished and ongoing (Ordinance was last revised in October 2003).*

46. The City shall periodically review and revise developer impact fees to assure that development pays its fair share of the infrastructure costs, and also to assure that developer impact fees do not discourage new development. *Accomplished through annual evaluation of the list of improvements to be constructed with the fees. The numerous projects approved in recent years suggest that the fees are not detrimental to development.*

47. The City shall require the construction of flood control facilities concurrent with new development. *Implemented with grading and subdivision improvements.*

48. The City will adopt and implement storm water discharge regulations consistent with state regulations in order to improve water quality of urban runoff and of the Pacific Ocean. *Implemented through ongoing compliance program. In 2011, staff began drafting new regulations to require stormwater improvements for an expanded group of projects. These new regulations will likely be issued with the next City-wide stormwater permit expected in mid-2012.*

49. The City will adopt storm water discharge regulations to improve water quality consistent with state law. *Implemented through ongoing compliance program. See response to # 48 above.*

50. The City will periodically adopt the most recent editions of the Uniform Building Codes. *In 2008, the City adopted the 2007 California Building Code. In 2011, the City enforced the 2010 California Code of Regulations which include the State's Green standards called CalGreen.*

51. The City will consider adopting energy conservation regulations consistent with state law and local needs. *Implemented through enforcement of state law. In 2008, the City created a Sustainable City Committee to study and implement an action plan to address environmental issues such as energy conservation. In 2011, the Sustainable City Committee continues to meet monthly to discuss and implement programs toward achieving greenhouse gas reduction per AB 32 and SB 375, and provide residents with education to encourage energy conservation and use of renewable alternatives. The City also began to enforce the State's CalGreen building code.*

52. The City will consider the formation of its own school district. *City funded study of its own school district in 2002.*

53. The City will support the Spring Street Corridor Joint Powers Authority to facilitate the coordination of development projects in the cities of Long Beach and Signal Hill. *The JPA contributed to Spring Street widening process during the expansion of the Long Beach Memorial Hospital and the inactive Long Beach Sports Park. In 2011, the City continued its commercial improvements on Spring Street near Atlantic Avenue with the construction of an In-and-Out restaurant in the Signal Hill Gateway center.*

54. The City should form a joint powers authority or other agreement with the City of Long Beach for the coordinated improvement of PCH. *In 2006 and 2009, the City approached the City of Long Beach about expanding the role of the Spring Street JPA to other areas along the shared boundaries but no progress has occurred.*

55. The City will continue to coordinate with the City of Long Beach traffic studies, grant applications and capital improvement projects to improve the circulation system. *Accomplished through the Cities working together and completing the widening of Spring Street from California Avenue to Long Beach Boulevard. In 2005, federal funding was appropriated for the improvement of the intersection of PCH and Cherry Avenue. In 2008, the Cities continued working together to complete the Orange Avenue Traffic Signal Upgrade Project. 2011 highlights included:*

- **The Cities are working together on traffic related improvements for the new Long Beach Unified School District middle-school under construction at Cherry and 20<sup>th</sup> Street in Signal Hill.**
- **The Cities are working together on the Cherry Avenue Widening Project which is in the final design stage.**

56. The City will continue the Planning Commission recognition program to encourage homeowners and businesspersons to update and beautify existing development. *Implemented periodically by Planning Commission nominations. In 2011, the Commission granted four beautification awards – 3 for residential properties and 1 commercial project.*

57. The City will hold General Plan workshops to obtain community input for the General Plan and future updates. **In 2011, RGP Consulting completed a draft update of the Safety Element of the General Plan. The draft element is scheduled for workshop and public hearings in 2012.**

58. The City will prepare an annual report on the implementation of the General Plan consistent with state law. *Implemented through completion of annual progress report.*

59. The City will contribute data for the State Department of Finance's annual population estimate program and monitor U. S. Census information. *Implemented through annual response to State survey requests. In 2009, Planning Department staff participated in the U.S. Census address and boundary update process. In 2010, staff received and monitored 2010 Census counts. In 2011, the population estimate was 11,072 (11,465 in 2010; 11,430 in 2009).*

60. The City will monitor state and federal land use legislation that may impact Signal Hill and, when appropriate, advocate positions advantageous to the improvement of the City. *The City actively monitors legislation and advocates positions through participation in the Gateway Cities Council of Governments. In 2011, the City advocated against calls for dissolution of redevelopment agencies.*

61. The City will continue to use Specific Plans to improve on the quality of new development. *In 2010, the City approved the rezoning of property at the southwest corner of California Avenue and 27<sup>th</sup> Street to a Specific Plan designation (SP-19, General Industrial Specific Plan) for the EDCO administrative offices.*

62. The City will monitor and when appropriate, support state and federal legislation that maintains or improves local financing capabilities. *Implemented through ongoing legislative review.*

63. The Agency will continue its efforts to implement the Redevelopment Project Area No. 1, as amended. *Implemented through ongoing Redevelopment Agency programs. In 2007, the Agency achieved its goal of promoting affordable housing with the completion of the 60 apartments in Phase II of the Las Brisas affordable housing project. In 2008, the City adopted SP-7, Special Purpose Housing Specific Plan, for a 1.4 acre site at Hill Street and Walnut Avenue to provide up to 60 multi-family dwellings for very low and low-income households. In 2010, the Redevelopment Agency pursued acquisition of dilapidated properties in the City for future redevelopment. In 2011, the Redevelopment Agency had completed the purchase of the Hill Street property for the future development of affordable housing. By the end of the year, the actions by the Agency had been suspended pursuant to proposed elimination of redevelopment on a statewide basis as part of the State budget process.*

## Housing Element

### Status Overview

The Housing Element was adopted in 2008. It identifies constraints and opportunities in creating affordable housing in the City and serves as a comprehensive strategy of goals, policies and programs to preserve, upgrade and create housing in general. It is the **only** element that is reviewed both by the State Office of Planning and Research (OPR) **and** separately by the State Department of Housing and Community Development (HCD) on a prescribed format, attached.

\* Note: These fields are voluntary

# ANNUAL ELEMENT PROGRESS REPORT

## Housing Element Implementation

(CCR Title 25 §6202 )

Jurisdiction Signal Hill  
Reporting Period 1/1/2011 - 12/31/2011

**Table A2**  
**Annual Building Activity Report Summary - Units Rehabilitated, Preserved and Acquired pursuant to GC Section 65583.1(c)(1)**

Please note: Units may only be credited to the table below when a jurisdiction has included a program in its housing element to rehabilitate, preserve or acquire units to accommodate a portion of its RHNA which meet the specific criteria as outlined in GC Section 65583.1(c)(1)

Activity Type	Affordability by Household Incomes				(4) The Description should adequately document how each unit complies with (7) of Government Code Section 65583.1	subsection (c)
	Extremely Low Income*	Very Low Income	Low Income	TOTAL UNITS		
(1) Rehabilitation Activity			2*	2	*3222 Lemon and 3224 Cerritos	
(2) Preservation of Units At-Risk				0		
(3) Acquisition of Units				0		
(5) Total Units by Income	0	0	0	2		

\* Note: This field is voluntary

**Table A3**  
**Annual building Activity Report Summary for Above Moderate-Income Units (not including those units reported on Table A)**

	1. Single Family	2. 2 - 4 Units	3. 5+ Units	4. Second Unit	5. Mobile Homes	6. Total	7. Number of infill units*
No. of Units Permitted for Moderate			18	2		20	
No. of Units Permitted for Above Moderate						0	

\* Note: This field is voluntary

# ANNUAL ELEMENT PROGRESS REPORT

## Housing Element Implementation

(CCR Title 25 §6202 )

Jurisdiction Signal Hill  
Reporting Period 1/1/2011 - 12/31/2011

Table B

### Regional Housing Needs Allocation Progress

Permitted Units Issued by Affordability

Enter Calendar Year starting with the first year of the RHNA allocation period. See Example.		RHNA Allocation by Income Level	2006	2007	2008	2009	2010	2011	2012	2013	2014	Total Units to Date (all years)	Total Remaining RHNA by Income Level
Income Level			Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9		
Very Low	Deed Restricted Non-deed restricted	See note in General Comment page											See note in General Comment page
	Deed Restricted Non-deed restricted			60								60	
Low	Deed Restricted Non-deed restricted	91											31
	Deed Restricted Non-deed restricted												
Moderate	Deed Restricted Non-deed restricted	37						20				20	9
	Deed Restricted Non-deed restricted		2	2	2		2					8	
Above Moderate	Deed Restricted Non-deed restricted	94	46	1	1							48	46
	Deed Restricted Non-deed restricted												
Total RHNA by COG. Enter allocation number:		222	48	63	3		2	20				136	85
Total Units		106											
Remaining Need for RHNA Period													

Note: units serving extremely low-income households are included in the very low-income permitted units totals.

[illegible]

ANNUAL ELEMENT PROGRESS REPORT  
*Housing Element Implementation*  
(CCR Title 25 §6202 )

Jurisdiction	Signal Hill
Reporting Period	1/1/2011 - 12/31/2011

General Comments:

Table B Note: RHNA allocated Signal Hill 27 units as 'very-low income'. We believe that number is part of the 91 "low income" units required and met by under deed restrictions within the Las Brisas II development. If we were to include the 27 units in Table B in the "very-low income" box, then our total RHNA allocation would change to 249, which is incorrect, instead of 222, which is correct.

## Circulation Element

### Status Overview

**The Circulation Element was updated in 2010. The 2010 Circulation Element contains 8 goals and 33 implementation programs.**

- Goal 1: Ensure that new development results in the preservation and enhancement of the city's circulation system.
- Goal 2: Provide a safe and efficient roadway system for all users.
- Goal 3: Create a safe and comfortable environment for pedestrians and bicyclists, encouraging the use of these modes of transportation for the majority of shorter trips.
- Goal 4: Maintain and enhance the city's public transportation network, increasing its role as a critical element for mobility in the area.
- Goal 5: Permit safe and efficient goods movement to support regional commerce and industry, while minimizing undesirable impacts on Signal Hill residents.
- Goal 6: Provide safe, efficient, and environmentally-friendly utilities systems and pipelines.
- Goal 7: Reduce single-occupant vehicle travel by establishing Transportation Demand Management (TDM) programs.
- Goal 8: Minimize the environmental impact of transportation systems in Signal Hill.

### Implementation Programs

#### NEW DEVELOPMENT AND REGIONAL COOPERATION

1. Evaluate development projects for General Plan consistency, including goals, policies, and implementation measures in other General Plan elements. *Accomplished during plan review. In 2011, the Planning Commission evaluated 6 Site Plan and Design Reviews, 0 Conditional Use Permits and 6 Zoning Ordinance Amendments for General Plan consistency.*
2. Discourage further development of truck yards and truck storage facilities that support the port activities and instead encourage residential, commercial, and light industry less likely to generate high volumes of tractor-trailer type truck traffic. *Accomplished and ongoing. In 2011, as part of the review of outdoor*

storage yard facilities, the City inspected the 12 existing truck yards for potential maintenance concerns, including storm water runoff. Staff is working with one operator on Burnett Street to resolve ongoing stormwater and dust issues.

3. Require traffic studies for development proposals to improve the flow of traffic, reduce parking and traffic congestion, and mitigate noise and odor impacts on sensitive receptors. *Required on a case-by-case basis as part of plan review. In 2010, a traffic study was required and reviewed as part of the plan review process for the EDCO administrative and truck terminal at 950 27<sup>th</sup> Street.*
4. Participate in regional planning efforts to strengthen coordination and compatibility of local and regional plans and circulation systems. *Accomplished by participation in committees, events and meetings of the Southern California Area of Governments (SCAG), particularly the Gateway Cities Council of Governments (COG). In 2010, the City actively participated in the "Sustainable Community Strategies" (SCS) meetings conducted by SCAG to develop regional reduction targets for greenhouse gas emissions as required under Senate Bill 375. In 2011, Signal Hill continued to actively participate in the Gateway Cities COG, who completed its SCS and submitted it to SCAG to be included as a part of the 2012-2035 Regional Transportation Plan (RTP). The draft RTP was made available for public review and comment at [www.scag.ca.gov](http://www.scag.ca.gov) and is expected to be adopted in April 2012. Additionally in 2011, the City, in conjunction with the Metropolitan Transit Authority and the Gateway Cities COG, completed a mitigation impact fee pilot study.*
5. Require that developers dedicate right-of-way and construct required public works improvements on streets adjacent to construction projects concurrent with development. *Accomplished during plan review. In 2011, curb, gutter and sidewalk were installed and utilities were undergrounded in the 2700-block of California Avenue as part of the EDCO developments. Additionally, a traffic signal at Orizaba Avenue on Pacific Coast Highway was required of the developer of the Pacificwalk residential development.*
6. As part of the annual review of the Capital Improvement Program (CIP), define the needs and deficiencies within the circulation system and introduce the most urgent projects into the City's budget process. *Accomplished during annual budget review. In 2011, the two largest investments under the CIP continued to be the Police Station and the Cherry Avenue Widening Project. In 2011, construction continued on the new Police Station with expected completion at the end of 2012. Additionally, final property acquisitions for the right-of-way widening efforts on Cherry Avenue near Pacific Coast Highway were completed in 2011.*

7. Prepare guidelines that describe the City's process for qualifying for CEQA streamlining for residential mixed-use projects and "Transportation Priority Projects" as provided under State law. *Not implemented.*
8. Evaluate the city roadway system and vacate roads that are redundant or necessary. *Accomplished during plan review.*
9. Consider the use of private roadways in new development to reduce short- and long-term maintenance expenses incurred on the City. *Accomplished and ongoing. In 2011, main construction of Orizaba Avenue, a private roadway for the Pacificwalk and Aragon developments, was complete.*

## ROADWAYS

10. Study the re-design and seek funding for improvement of the Cherry Avenue/I-405 Freeway off-ramp at Cherry Avenue (north) including realignment and signalization to allow southbound turns onto Cherry Avenue. *On-going analysis.*
11. Amend the Plan Lines Map Ordinance (SHMC Chapter 20.72) to:
  - List all streets which do not meet the minimum right-of-way width for the applicable roadway designation. *Not implemented.*
  - Remove all other lists of streets. *Not implemented.*
  - Establish the Plan Lines Map as a separate document from the General Plan, and incorporate it by reference into the SHMC. *Accomplished and shall be amended as needed to reflect changes per section a. and b. above.*
12. Support efforts by the City of Long Beach to widen Cherry Avenue from Pacific Coast Highway north to the Signal Hill city limits. *See responses to #6 above and #14 below.*
13. Continue use of traffic calming strategies to preserve the peace and quiet of residential neighborhoods. *Accomplished and ongoing. In 2010, the City vacated Orizaba Avenue as a traffic calming strategy for the residents to the north and as part of the Pacificwalk Specific Plan development.*
14. Include landscaped medians and decorative street furniture in designs for circulation system improvements. *Accomplished and ongoing. In 2010, the City funded irrigation improvements for the landscaped medians along Willow Street. In 2011, the City reviewed plans for the proposed median at Cherry Avenue/19<sup>th</sup> Street as part of the Cherry Avenue Widening project.*
15. Require efficient use of parking facilities and develop new parking lots concurrently with new developments consistent with the zoning ordinance requirements and land use categories of the Land Use Element. *Accomplished*

*and ongoing. In 2011, the City acquired property at 2621 St. Louis Avenue for use as an interim parking lot and/or auto-center storage.*

16. Support the implementation and future expansion of the Douglas Park Advanced Traffic Control System and/or other Intelligent Transportation Systems along Pacific Coast Highway and other major roadways. *Accomplished through monitoring by Long Beach Traffic Management Center. See comments to #45 and #55 in the Land Use Section.*
17. Evaluate and consider reducing transportation impact fees for mixed-use projects near major transit corridors that offer extensive facilities and programs that will reduce vehicle miles traveled. *Not implemented.*

#### PEDESTRIAN AND BICYCLE CIRCULATION

18. As areas redevelop or roadways are widened, consider the addition of bike lanes to street sections. *Accomplished during plan review.*
19. Increase and improve the network of public and private trails and sidewalks to encourage active recreation and fitness, and to provide public access to parks, open space areas, and public view and vista locations. *Accomplished and ongoing. In 2011, the City completed improvements at Reservoir Park featuring exercise marquees and a water-conserving landscaped walkway surrounding the reservoir.*
20. Where appropriate, require new residential development to include trails and sidewalks that link to parks and view locations. *Accomplished during plan review*
21. Consider amending the SHMC to increase the amount of required bicycle parking for projects in commercial, mixed-use, and other heavily-trafficked areas. *Not implemented.*
22. Coordinate future bikeway expansion with the City of Long Beach to ensure appropriate connectivity is provided at city boundaries. *The 2010 Circulation Element added 5.5 miles of bike paths designated throughout the City as part of a new Bicycle Master Plan.*
23. Design access to new developments and buildings to encourage walking. *Accomplished during plan review.*
24. Participate in and implement recommendations of the Safe Routes to Schools Program. *Not implemented.*

#### PUBLIC TRANSIT

25. Support increased-frequency transit service and capital investments to serve high-density employment, commercial, residential, or mixed-use areas and activity centers. *Accomplished and ongoing.*
26. Support continued implementation of TranSmart technologies by Long Beach Transit at Signal Hill bus stops. *Accomplished and ongoing. In 2010, the city added solar panels at the bus shelter at 2201 Cherry Avenue as part of the program.*

#### GOODS MOVEMENT

27. Continue to enforce truck route regulations to minimize the impacts of truck traffic on residential neighborhoods. *Accomplished and ongoing.*
28. Design review for new commercial, industrial, and mixed-use developments shall consider and minimize noise and other impacts of truck traffic, deliveries, and staging on nearby homes. *In 2010, the EDCO administrative terminal was approved which included acoustical reports and truck circulation routes designed to mitigate the impacts of the facility and its operations on sensitive neighboring uses.*

#### UTILITIES

29. Where physically and economically feasible, underground overhead utility lines. *Accomplished during plan review.*
30. Promote pipeline safety by requiring compliance with State pipeline inspection and safety monitoring programs. *Accomplished and ongoing.*
31. Evaluate City standards to ensure that no undue restrictions are placed on the development of small-scale renewable energy units such as rooftop photovoltaic panels. *In 2009, the City Council adopted the California Energy Commission's New Homes Solar Partnership Municipal Toolkit as a reference document to assist the public with the installation of solar energy devices, including rooftop panels.*

#### TRANSPORTATION DEMAND MANAGEMENT

32. Encourage major employers to develop and implement TDM programs to reduce peak-period trip generation. *Not implemented.*
33. Develop TDM programs for City employees, and provide incentives for their use. *Not implemented.*

## Noise Element

### Status Overview

**The Noise Element was updated in 2010. The 2010 Noise Element has one goal and 20 implementation programs as discussed below:**

Goal 1: Protect the health, safety, and welfare of people living and working within the city from adverse noise impacts.

### Implementation Programs

1. Provide information to the public regarding the effects of high noise levels and means to reduce noise levels and their impacts. **In 2011, the City's noise ordinance (SHMC Chapter 9.16) was reviewed for updates to address barking dogs as part of a "doggie-daycare" Zoning Ordinance Amendment.**
2. Utilize the site plan review process and California Environmental Quality Act review of new developments to minimize impacts of noise-generating activities whenever feasible. *Accomplished and ongoing.*
3. Review City functions and activities to ensure that noise from concerts, construction, refuse collection, and street cleaning is reduced to the lowest possible level. *Accomplished and ongoing.*
4. Consider the use of noise criteria in the purchase of new equipment by City departments and agencies as part of bid evaluation. *Accomplished and ongoing.*
5. Encourage the federal and State governments to continue to provide standards of allowable industrial noise exposure so that all workers are adequately protected against noise-induced hearing loss. *Not implemented.*
6. Review the City's noise ordinance and recommend amendments as needed. *Accomplished and ongoing.*
7. Review the Noise Element and update, if necessary, every five to ten years. *The Noise Element was updated in 2010.*
8. Continue to review County and regional plans for transportation, airport operation, etc. to identify the environmental impact of noise and to develop alternatives for the control of major noise sources on a County and regional basis. *Not implemented.*
9. Work closely with Caltrans in the early stages of design modification or expansion of State-owned highways to ensure proper consideration of noise

impacts on the city. *Accomplished during plan review and CEQA review process as required.*

10. Work with Caltrans to incorporate source noise reduction, barriers, and other design elements for future freeway ramp or access alignments. *Ongoing.*
11. Continue enforcement procedures to effect compliance with Motor Vehicle Code noise standards for motor vehicles. *Accomplished and ongoing.*
12. Review the City's truck routes to limit to the extent practicable truck traffic in noise-sensitive areas. *Accomplished and ongoing.*
13. Support the currently-adopted Aircraft Noise Compatibility Ordinance (Long Beach Municipal Code Chapter 16.43) and noise abatement procedures for Long Beach Airport. Strongly oppose the establishment of flight patterns of aircraft over the city and relocation of runways, which would include noise impacts on land uses in Signal Hill. *Accomplished and ongoing.*
14. Encourage Long Beach Transit to use noise criteria as an important factor in their purchase of new buses. *Ongoing.*
15. Mitigate new noise sources to an acceptable exterior level of 65 dB CNEL or less and an interior level in habitable rooms of 45 dB CNEL or less at existing noise-sensitive land uses. *In 2009, environmental review for the EDCO recycling and solid waste transfer station included an acoustical report which demonstrated that there were no sensitive land uses impacted by the project. In 2010, environmental review for the EDCO administrative terminal provided mitigation measures for noise impacts on sensitive land uses that may be impacted by the project. In 2011, 18 certificates of occupancy were issued for homes in the Pacificwalk Specific Plan – 7 of these homes face Pacific Coast Highway directly and included mitigation measures to lessen noise from PCH.*
16. Require an acoustical analysis report where the introduction or addition of a new noise source has the potential to result in exterior noise levels exceeding 60 dB CNEL at a noise-sensitive location. The report must show how noise mitigation measures have been incorporated into the design of the new noise source to reduce interior noise levels at noise-sensitive locations to 45 dB CNEL. *Accomplished through the plan review process.*
17. For new residential structures to be located where the predicted CNEL exceeds 60 dB (as shown on Figure 6, Traffic Noise Impact Distances), require an acoustical analysis assuring that the proposed design will limit exterior noise to allowable levels: 45 dB in any habitable room, and to the extent practicable, 65 dB for outdoor living areas. *Accomplished through the plan review process.*

18. Enforce the California Building Standards Code (CCR, Title 24) for sound transmission between adjacent multifamily dwellings to ensure an acceptable interior noise level of 45 dB CNEL in habitable rooms. *Accomplished through building plan check process. In 2011, the City enforced noise standards incorporated as a part of the 2010 California Building Standards Code.*
19. Consider the use of reduced street widths and traffic calming to reduce vehicular noise. *Accomplished and ongoing.*
20. Enforce existing noise ordinance requirements for the construction of new single-family detached or multifamily residential dwellings within 600 feet of an operating well, injection well, or other appurtenant oil field equipment (SHMC Section 9.16.085). *Accomplished as part of annual inspections of oil fields.*

## Environmental Resources Element

### Status Overview

The Parks and Recreation Commission and Community Services Department completed a Recreation Needs Assessment in 2008 which will provide the basis for updating the Environmental Resources Element when funding becomes available. The Environmental Resources Element contains 6 goals and 38 implementation programs.

### Goals

- Goal 1: Maintain and enhance aesthetic quality of Signal Hill through its transition from oilfield to balanced land uses.
- Goal 2: Maintain and enhance cultural and historic areas.
- Goal 3: Provide a variety of passive and active parks.
- Goal 4: Manage petroleum production.
- Goal 5: Minimize environmental degradation and encourage restoration.
- Goal 6: Provide public information on environmental issues.

### Implementation Programs

1. Review and revise zoning to encourage preservation of the natural terrain. *Accomplished and ongoing.*
2. Evaluate individual projects to ensure protection of views and preservation of the natural topography wherever possible. *Accomplished through view analysis procedure and site plan and design review.*
3. In preparing capital improvement plans, consider view protection and protection of natural resources. *Accomplished and ongoing.*
4. Adopt green belt plan. *Accomplished through Park and Recreation Master Plan 1989 and specific plans. In 2005, the North Slope Steering Committee was formed to develop a land acquisition plan for the North Slope to create the Chawot Nature Preserve. In 2006, the Committee submitted a report to the City Council recommending that the City acquire 11 acres of land for the preserve. In 2007, the City submitted grant application to the Conservancy and was granted Tier II status as an ongoing project.*
5. Adopt design review ordinances. *Accomplished.*

6. Preserve Alamitos Well No. 1. *Accomplished in Discovery Well Park which has decorative fencing and informative signage.*
7. Prepare historic resources study. *Windshield survey completed, more detailed historic resources work is needed.*
8. Recommend funding for historic preservation. *Not implemented.*
9. Require park dedication. *Accomplished through impact fees and dedications. In 2011, the City acquired property located south of Signal Hill Park at 1917 21<sup>st</sup> Street to be used for park purposes.*
10. Develop parks in hilltop area. *Accomplished with three parks with trails system linking them to civic center.*
11. Improve park accessibility for the young, elderly and disabled. *Accomplished in all existing parks. Plans for new parks include accessible features.*
12. Adopt Open Space Ordinance. *Accomplished in Chapter 20.18 Open Space.*
13. Encourage parkland gifts. *In 2005, the City received ½ acre of parkland as a gift adjacent to Sunset View Park along Skyline Drive. This space has been used as a viewing area and setting for the 'Roughnecks' bronze sculpture.*
14. Review public works projects annually. *Implemented through Annual Capital Improvement Projects planning, budget process and General Plan annual review.*
15. Develop bike and trails plans. *Bike path study determined not to develop bike paths. Extensive pedestrian trail system completed. In 2007, trail system segment at Hathaway Ridge project was completed. In 2010, the Circulation Element was updated which includes a trails plan and bicycle master plan.*
16. Capitalize on view opportunities. *Accomplished at Hilltop and Sunset View parks and Panorama Trail. See responses to # 4 above for efforts to create the Chawot Nature Preserve which will include viewing opportunities.*
17. Work with School District to use school sites after hours. *Accomplished and ongoing.*
18. Work with City of Long Beach to assure use of parks in Long Beach. *Accomplished through a collaborative effort that allows Signal Hill's Youth Sports Program to use Long Beach facilities.*
19. Amend zoning to regulate oil facilities. *Accomplished through Oil Code. In 2010, the State Division of Oil and Gas revised the process for oil well abandonment under their Construction Site Plan Review. In 2011, the City adopted an*

**urgency ordinance for development standards for properties with oil wells in response to these changes from the State.**

20. Resolve hazardous sites. *Accomplished through environmental review.*
21. Amend oil related municipal codes as needed. *Accomplished and ongoing.*
22. Update drilling standards. *Accomplished and ongoing.*
23. Review oil interface issues. *Accomplished and ongoing.*
24. Implement SCAQMD standards. *Accomplished and ongoing.*
25. Promote water conservation. *In 2007 and 2008, the Public Works Department implemented public outreach and education programs to promote water conservation through flyers included with water billing. In 2010, the City amended Title 13.10, Water Conservation in Landscaping to require water efficient landscape in new construction and rehabilitated landscapes. In 2010 the City completed construction of a water conservation demonstration garden at the City Yard and approved plans for a water conservation garden/pathway at Reservoir Park. In 2011, the City's Sustainable City Committee (SCC) demonstrated a reduction in water consumption by 150.6 gallons per capita per day, as part of Signal Hill's continued effort to conserve water.*
26. Coordinate hazmat response. *Accomplished and ongoing.*
27. Participate in regional hazardous waste management planning. *Accomplished.*
28. Amend codes for hazardous materials facilities. *In 2009, the City approved plans for the EDCO facility, a waste recovery recycling and transfer facility that will include a household hazardous waste drop-off center.*
29. Abate hazardous industries. *Accomplished and ongoing.*
30. Review hazardous facilities. *Accomplished through Hazardous Waste Management Facilities ordinance, Chapter 20.57.*
31. Require construction site cleanup. *Accomplished through building inspections.*
32. Implement code enforcement. *Accomplished through the City's code enforcement program. In 2008, the City completed 43 code enforcement cases. In 2009, the City completed 83 code enforcement cases. In 2010, the City completed 102 code enforcement cases. In 2011, the City completed 58 code enforcement cases.*

33. Amend code for developing on steep slopes. *Accomplished through specific plans and site plan and design review process.*
34. Respect natural land forms. *Accomplished through specific plan and site plan and design review process.*
35. Maintain set backs from oil wells. *Accomplished through Fire Department review of compliance with LA County Fire Code.*
36. Prepare solar energy brochure. *In 2008, the City formed a Sustainable City Committee (SCC). Part of the committee's purpose is to provide public education. In 2009, upon recommendation from the SCC, the City Council adopted the California Energy Commission's New Homes Solar Partnership Municipal Toolkit as a reference document to assist in preparing a solar energy brochure for the public.*
37. Develop education program for oil interface issues. *In 2005, staff participated in State Department of Conservation, Division of Oil and Geothermal Resources Construction Site Review Committee. The committee recommends recordation of disclosure documents.*
38. Periodically provide City newsletter information covering environmental issues and progress, for delivery to residents and businesses. *Accomplished and ongoing by providing articles to Cityviews, the quarterly newsletter. In 2010, the SCC implemented a public education and outreach program and sustainable action plan that included regular contributions to the City's website and CityViews, the City's quarterly newsletter. In 2011, the SCC continued to meet monthly to further these efforts.*

## Housing Element

### Status Overview

The Housing Element was adopted in 2008. It identifies constraints and opportunities in creating affordable housing in the City and serves as a comprehensive strategy of goals, policies and programs to preserve, upgrade and create housing in general. It is the **only** element that is reviewed both by the State Office of Planning and Research (OPR) **and** separately by the State Department of Housing and Community Development (HCD) on a prescribed format, attached.

## Safety Element

### Status Overview

RGP Planning and Development Services has prepared a draft Update of the 1986 Safety Element. The Update is scheduled for Planning Commission and City Council review in 2012.

The 1986 Safety Element contains 4 goals and 44 implementation programs as discussed below.

### Goals

- Goal 1: Minimize risks to life, property and economic dislocation resulting from seismic, fire, tank failures, hazardous materials, and epidemics.
- Goal 2: Provide a safe, secure and crime free environment.
- Goal 3: Improve the City's ability to respond to natural and man-made emergencies.
- Goal 4: Assist Signal Hill residents, businesses, workers and visitors in minimizing danger and disruption to life and property in the event of a catastrophic event or other emergency.

### Implementation Programs

1. Adopt uniform building codes. **In 2011, the City enforced the 2010 California Code of Regulations, including the State's Green Building Standards called CalGreen.**
2. Amend codes as needed. *Accomplished and ongoing.*
3. Require geologic studies. *Accomplished and ongoing.*
4. Review all seismic hazards every five years – *not implemented.*
5. Increase public awareness. *Accomplished through handouts on a variety of subjects available at the public counter. In 2008, the City adopted the Natural Hazards Mitigation Plan to develop mitigation action items such as public education and outreach for emergency preparedness and formed a Community Emergency Response Team to be better prepared in the event of an emergency. In 2011, the Police Department updated the City website by adding a "Crime Prevention Outreach" newsletter*

and by providing citizens with crime reports and crime mapping online. All programs are available on the City's website at [www.cityofsignalhill.org](http://www.cityofsignalhill.org).

6. Develop program for steep slope development. *Accomplished through grading plan review.*
7. Establish standards for critical facilities. *In 2008, the City adopted the Natural Hazards Mitigation Plan to inventory critical facilities and establish safeguards for such facilities. In 2011, construction continued on the Emergency Operations Center (EOC) at 2745 Walnut Avenue with expected completion by the end of 2012. The new EOC is built to current building code standards for seismic safety.*
8. Revise grading standards. *Accomplished.*
9. Abate seismic hazards/unsafe structures. *Accomplished.*
10. Maintain LA County Fire services. *Accomplished.*
11. Require Fire approval of plans. *Accomplished and ongoing.*
12. Adopt Uniform Fire Code. *Accomplished.*
13. Encourage Fire Department public relations. *Accomplished and ongoing.*
14. Establish employee fire prevention training. *Accomplished through training provided from membership in JPIA.*
15. Adopt multi-family fire codes. *Accomplished through uniform codes.*
16. Review fire flow annually. *Accomplished.*
17. Establish mutual aid programs. *Accomplished.*
18. Increase public awareness of crime potentials. *In 2008, the City purchased a Command Post Vehicle to promote policing activities throughout the City and formed the Citizen's Police Academy to educate the public about areas of law enforcement. In 2010, one Citizen's Police Academy class was held with additional classes scheduled in 2012 and available on the City's website. In 2011, the Police Department developed a program, "Neighborhood Police Substation for a Day" to use the Command Post Vehicle in a neighborhood.*

19. Encourage neighborhood watch programs. *In 2010, the City had 5 established neighborhood watch programs.*
20. Update law enforcement procedures. *Accomplished and ongoing. In 2011, the Police Department developed a 3-year Strategic Plan to implement in 2012.*
21. Adopt Uniform Security Code. *Accomplished.*
22. Inspect water facilities. *Accomplished through annual inspections and update of Water Management Plan in 2005.*
23. Resolve Class I disposal issues. *Accomplished through Hazardous Waste Management Plan.*
24. Update codes for facilities handling hazardous materials. *Accomplished.*
25. Inspect hazardous facilities. *The City inspects facilities with Conditional Use Permits annually. L.A. County Fire inspects all facilities periodically.*
26. Coordinate with other agencies hazardous issues. *Accomplished.*
27. Annually update inventory of hazardous facilities. *Accomplished through L.A. County Fire.*
28. Update regulations concerning transport of hazardous wastes. *Not implemented.*
29. Designate roadways for transport. *In 2010 the City updated the Circulation Element which designates roadways for use as truck transport, designated to keep large trucks away from residential development.*
30. Develop automatic shut-off for petroleum facilities. *Accomplished through Oil Code and state law revisions.*
31. Develop system for automatic dispersal of spills. *Implemented through hazmat responders.*
32. Develop educational program. *Accomplished through training provided from JPIA and Community Emergency Response Team (CERT). In 2011 the City held an annual National Night Out at Reservoir Park and added a "Crime Prevention Outreach" newsletter to the City's website. Additionally, crime reports were made available at the Police Station front counter and via NIXLE.com, a web service for crime reporting.*

33. Maintain capability to respond to spills. *Implemented through hazmat response.*
34. Update emergency response plan. *Accomplished.*
35. Practice emergency plans. *Implemented through Emergency Operations Center. In 2010, the City's EOC Committee conducted a table-top exercise with all required City staff participating and activated the emergency operations center.*
36. Develop mutual aid. *Accomplished.*
37. Maintain evacuation routes. *Cherry Avenue is designated as a major evacuation route, in case of emergency and is maintained as such.*
38. Develop public education program. *See #18 and #32.*
39. Reevaluate emergency response plan. *Accomplished and ongoing through EOC.*
40. Prepare recovery plan. *In 2008, the City adopted the Natural Hazards Mitigation Plan which includes an action item for the creation of a recovery plan for the reconstruction of essential services and facilities.*
41. Anticipate short-term needs during emergencies. *Accomplished and ongoing through EOC.*
42. Recommend insurance policy changes. *Accomplished through membership in JPIA.*
43. Maintain emergency operations center. *Accomplished and ongoing.*
44. Train City employees as emergency responders. *Accomplished and ongoing.*

# 1.0 Introduction

## 1.1 GATEWAY CITIES COG

The Gateway Cities make up the area of Los Angeles County generally bordered by the City of Los Angeles on the west, Orange County on the east, the Pomona (SR 60) Freeway on the north, and extending south to the Cities of Long Beach and Avalon. The entire Gateway Cities region is home to about two million residents. The cities' collaboration dates back to their joint establishment of a regional authority, the Gateway Cities Council of Governments (or COG), in the mid-1990s.

The Gateway Cities COG is a California joint powers authority made up of 27 cities and the County of Los Angeles (three County supervisory districts which cover the unincorporated communities within the subregion), formed for the purpose of providing a vehicle for members to voluntarily engage in regional and cooperative planning and coordination of government services for the collective benefit of the residents of Southeast Los Angeles County. The goal and intent of the COG are to foster voluntary cooperation among cities and the County in the areas of transportation, air quality, housing, and economic development. The City of Montebello is a member of the Gateway Cities COG, but associates with the San Gabriel Valley COG, of which it is also a member, on housing policy and regulation. Montebello did not participate in this Sustainable Communities Strategy (SCS), leaving 26 participating cities.<sup>7</sup>

In addition to the member jurisdictions, the Gateway Cities COG includes the Port of Long Beach as an ex-officio member. In addition, other agencies that have an informal affiliation with Gateway Cities COG include the Los Angeles County Metropolitan Transportation Authority (LACMTA) and Los Angeles County.

## 1.2 PURPOSE OF THE SCS

In September 2008, the State passed Senate Bill 375 (SB 375), which became effective on January 1, 2009. SB 375 assigns each of California's 18 Metropolitan Planning Organizations (MPO) with targets to reduce greenhouse gas (GHG)

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<sup>7</sup> The Los Angeles County Public Works Department provided intercity arterial improvement projects described in detail in Appendix G.

emissions from passenger and light-truck vehicle miles traveled (VMT).<sup>8</sup> These targets have been set for each MPO by the California Air Resources Board (CARB); and in accordance with SB 375, CARB formed the Regional Targets Advisory Committee (RTAC) to advise them on targets. CARB assigned the Southern California Association of Governments (SCAG) a target of 8 percent reduction in per capita GHG (i.e., carbon dioxide equivalent or CO<sub>2</sub>e) from 2005 levels by the year 2020 and 13 percent from 2005 levels by 2035.

SB 375 requires each MPO to prepare an SCS as part of its Regional Transportation Plan (RTP) update that specifies how the region will attain the GHG reduction targets it was assigned. The SCS identifies the land use policies, transportation improvements, transportation demand management (TDM) strategies, and other measures that will in combination reduce GHG to achieve the CARB targets. The SCS may only account for estimated GHG reductions from changes in the emissions from the VMT of autos and light trucks. This narrow specification is difficult to fully understand, so we present the following example:

- Suppose a city launched a new transit service that uses hybrid buses, which emit 50 percent less GHG than buses powered by conventional diesel motors. Suppose this program attracted 1,000 new riders, all of whom were each previously driving single-occupant vehicles (SOV), 10 miles daily. The SCS could account for the difference in GHG between the GHG from the new hybrid buses and the 10,000 VMT eliminated from the mode shift of 1,000 SOVs to the new transit service. It could not include the GHG reduced from using hybrid buses instead of conventional diesel-powered buses. This latter reduction was from a technological source (hybrid power) and not from a transportation improvement (new transit service).
- Now, suppose the city also enacted a new smart growth plan that shifted future commercial development from three low-density business parks to high rises in its central business district (CBD). This compact, high-density development pattern shifted another 1,000 SOVs to use the new transit service that would have otherwise commuted five miles on average to the three business parks. The SCS could add this reduction in GHG from 5,000 VMT towards its target. Nevertheless, the SCS could not take credit for any reduction in GHG from the new high-rise office buildings in the CBD because they were built to green building standards (e.g., efficient heating and cooling, recycling, etc.). This latter reduction comes from a stationary source, which is credited under AB 32, but not SB 375.

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<sup>8</sup> SB 375 is one part of a broader GHG reduction effort to meet the Assembly Bill 32 – Global Warming Solutions Act of 2006 (AB 32) target of reducing GHG emissions statewide to 1990 levels by 2020.

- Furthermore, suppose the city adopted a TDM ordinance that required all employers to provide discounted transit passes, bike lockers, and flex time schedules to all employees in the CBD. Suppose these TDM programs led to an additional reduction of 10,000 VMT compared to the VMT without such an ordinance. The SCS could add the reduction in GHG from another 10,000 VMT towards its target.

The overall goal of the SCS is to identify and implement land use policies, transportation improvements (including transit), and other supporting strategies that work in combination (i.e., interactions or synergies), which shift drivers from SOVs to transit, carpools, bicycle, or walking. And for those that still drive, the SCS provides strategies that reduce their VMT.

### 1.3 THE SCS DEVELOPMENT PROCESS

SCAG is preparing the regional SCS in conjunction with its RTP, and CARB must approve the regional SCS. Unique to the SCAG region, however, a subregional COG, such as the Gateway Cities COG, and the county transportation commission (LACMTA) may work together to formulate the SCS for that subregional area. Two of the 14 subregional COGs, Gateway Cities and Orange County, exercised this option.<sup>9</sup> The remaining COGs elected to participate with SCAG in development of the regional SCS.

The Gateway Cities COG and its 26 participating member jurisdictions (the City of Montebello participates with the San Gabriel Valley COG) assessed themselves to retain a consulting team led by Cambridge Systematics, Inc. with Willdan Energy Solutions/Engineering, Eric Schreffler Transportation Consultant, and MIG, Inc. to prepare this SCS. The COG decided to develop a subregional SCS that would fulfill virtually all of the requirements set forth by CARB for the regional SCS. This included quantifying the expected GHG reductions in the two target years of 2020 and 2035 from strategies selected and agreed to by the 26 participating cities, Los Angeles County, and LACMTA. Appendix A provides the Memorandum of Understanding (MOU) between SCAG and Gateway Cities COG regarding the subregional SCS, which includes the SCAG Framework and Guidelines for Subregional Sustainable Communities Strategy as Exhibit A.

The consultant team and Gateway Cities COG staff started with a review of the white paper (*Addressing the Requirements of SB 375 at the Sub-Regional Level*, December 2009), which was prepared by Willdan in a prior phase of work; and a survey conducted by Willdan in 2009 of COG sustainability efforts to all member cities (see Figure 1.1). A summary of the white paper can be found in Appendix B.

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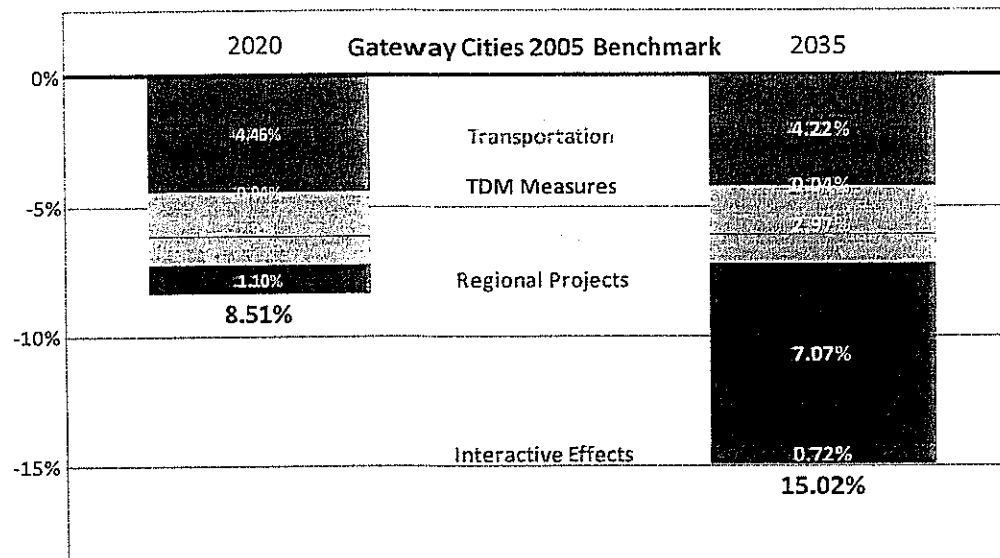
<sup>9</sup> Gateway Cities COG formally notified SCAG after the COG Board voted on January 6, 2010.

**Table ES.1 Summary GHG Reduction Results for Gateway Cities from 2005 Benchmark**  
*In lbs CO<sub>2</sub>e per Person per Day*

	Absolute Daily GHG Reduction per Capita		Percentage Daily GHG Reduction per Capita	
	2020	2035	2020	2035
Transportation	0.74	0.70	4.46%	4.22%
TDM	0.007	0.007	0.04%	0.04%
Land Use	0.48	0.49	2.91%	2.97%
Regional Projects	0.18	1.17	1.10%	7.07%
Interactive Effects	N/A	0.12	N/A	0.72%
<b>Total</b>	<b>1.40</b>	<b>2.48</b>	<b>8.51%</b>	<b>15.02%</b>
SCAG Targets			8%	13%

**Figure ES.1 Percentage Daily GHG Reduction Per Capita in Gateway Cities**  
*In lbs CO<sub>2</sub>e per Person per day from 2005 Benchmark*

Percent below 16.64 lbs CO<sub>2</sub>e per person per day



# Executive Summary

The Gateway Cities subregion is one of 14 within the Southern California Association of Governments (SCAG). The California law Senate Bill (SB) 375 requires each of the 18 metropolitan planning organizations (MPO) in the State to prepare a Sustainable Communities Strategy (SCS).<sup>1</sup> The requirement applies as each MPO prepares its next update of its Regional Transportation Plan (RTP). Unique to the SCAG region, however, a subregional council of governments, such as the Gateway Cities Council of Governments (COG), and the county transportation commission (Los Angeles County Metropolitan Transportation Authority (LACMTA)) may work together to formulate the SCS for that subregional area. Two of the 14 subregions, Gateway Cities and Orange County, exercised this option. The remaining subregions elected to participate with SCAG in development of the regional SCS.

The Gateway Cities SCS was built first by each city selecting GHG strategies that work for their individual community. These local strategies are a blend of efforts that the Gateway COG and its communities have been pursuing over the last decade and future efforts that each jurisdiction plans to implement over about the next 25 years. The Gateway City communities then integrated these local strategy portfolios with subregional and regional transportation projects located within the subregion that are expected to be part of the 2012 SCAG RTP. The results are a Gateway SCS that will exceed the regional targets set by the California Air Resources Board (CARB).

This report provides the Gateway Cities subregional SCS, documenting the program the subregion's jurisdictions plan to implement to reduce greenhouse gases (GHG) by 2020 and 2035 using transportation and land use strategies throughout the Gateway Cities.

## GHG REDUCTION RESULTS FROM GATEWAY CITIES

Gateway Cities COG worked with SCAG to obtain the information needed to generate the Gateway Cities subregional baseline emissions per capita in 2005, which is the base year specified by SB 375. This analysis applied the Adopted

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<sup>1</sup> Set forth in amendments to the Government Code Sections 65080, 65400, 65583, 65584.01, 65584.02, 65584.04, 65587, and 65588, and added to Sections 14522.1, 14522.2, and 65080.01 and to amend the Public Resources Code Section 21061.3, add Section 21159.28, and add Chapter 4.2 (commencing with Section 21155) to Division 13 relating to environmental quality.

2008 RTP Growth Forecast and the Local Input/General Plan 2012 RTP Growth Forecast as the per capita denominator for the SB 375 target years of 2020 and 2035. The results of this analysis produced a daily GHG per capita estimate for 2005 of 16.64 lbs of carbon dioxide equivalent (CO<sub>2</sub>e) for the Gateway Cities subregion compared to 21.2 lbs CO<sub>2</sub>e for the SCAG region.<sup>2</sup> This difference is consistent with the differences between the Gateway Cities subregion and the SCAG region as a whole: higher land use density, lower car ownership per household, higher density and service levels for transit, and lower vehicle miles of travel (VMT) per household. The 16.64 lbs CO<sub>2</sub>e per capita in 2005 for the Gateway Cities subregion was used as the benchmark for the Gateway Cities SCS attainment of the CARB targets for the SCAG region. The estimated GHG reductions relative to this benchmark are achieved with the following five bundles of strategies.

- **Transportation Strategies.** Cities and the County submitted approximately 340 strategies.<sup>3</sup> This portfolio generates a significant amount of reduction, the highest GHG reduction after the regional transportation projects. The interactive effects between these strategies and land use (smart growth policies) are accounted for in the land use analysis (described below).
- **Transportation Demand Management (TDM) Strategies.** The focus was on three main categories of TDM: compressed workweek schedules for city employees (12 cities), ridesharing programs for city employees (6 cities), and TDM or Trip Reduction Ordinances for new development (8 cities). This bundle also incorporates the interactive effects between TDM and land use and transit.<sup>4</sup>
- **Land Use.** Of the 26 participating cities, 11 cities chose to evaluate their 2008, 2020, and 2035 default scenarios in the Sustainability Tool (ST). These cities worked with SCAG to revise the 2008 scenario so it more accurately reflected the actual land use at that time. These cities also evaluated their 2020 and 2035 scenarios, which the ST contained as representations of each city's general plan.<sup>5</sup> After these evaluations, most cities made adjustments so the land use patterns in the ST more closely matched their general plan. None of

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<sup>2</sup> The unincorporated areas of Gateway Cities subregion are included in the daily GHG per capita baseline.

<sup>3</sup> Approximately 50 additional strategies were either incomplete, did not have sufficient information for analysis, or were not relevant.

<sup>4</sup> The inventory of TDM strategies does not include activities being carried out by private businesses or institutions. Insufficient time and resources prevented a survey.

<sup>5</sup> The ST converts general plan information from each city into 5.5-acre grid cells, where each grid cell is assigned one of 26 possible types of land use. This assignment process provides a reasonable approximation of a city's aggregate land use, but may on occasion assign general plan land use designations to incorrect grid cell types.

these cities adopted land use strategies for their 2020 or 2035 scenarios that will differ from their general plans. The remaining cities used the ST-equivalents of their adopted general plans (i.e., default scenarios in the ST), which is SCAG's best judgment of city general plans converted to grid cells. The ST has functionality that estimates the interactions between land use and proximity to bus and rail (i.e., fixed guideway) transit node.<sup>6</sup> These are included in the estimated GHG reductions from each city's 2020 and 2035 land use policies.

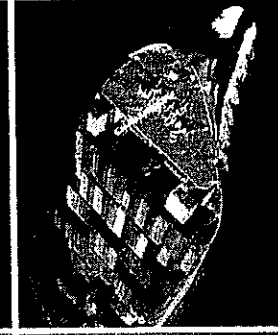
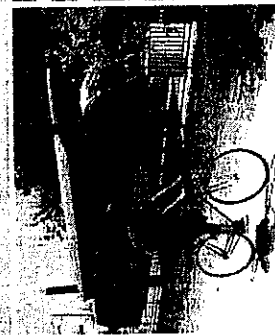
- **Regional Projects, including Measure R.** Regional transportation projects located within the Gateway Cities will reduce GHG within the subregion. Gateway Cities COG staff determined 17 projects that are included in the RTP, such as multimodal and intermodal facilities; and ramp and freeway improvements, such as carpool (high-occupancy vehicle (HOV)), high-occupancy toll (HOT), and toll lanes. The analysis of their estimated GHG reductions was derived from travel demand model output from LACMTA and SCAG.
- **Interactive Effects Between Land Use and Regional Transit Projects.** The long timeframe for implementation of the Measure R transit projects and the long lead time for redevelopment activities adjacent to new transit justify only attributing estimated GHG reductions resulting from the interaction between land use and Measure R transit projects in the Gateway Cities in 2035 and none in 2020.

Combining the GHG reduction strategies from the five categories described above, the subregion, as a whole, is expected to reduce GHG per capita from the benchmark in 2005 by approximately 8.4 percent in 2020 and more than 15 percent in 2035. Table ES.1 and Figure ES.1 present these results.

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<sup>6</sup> The influence of land use on travel behavior (i.e., mode choice and VMT) is often separated into four characteristics of the built environment: density, diversity (mix of land use types), design, destination (the 4Ds). The ST has a typology of 24 types of land use that incorporate the significant differences in density, diversity, and design, which is three of the four Ds.

# EXECUTIVE SUMMARY



## REGIONAL TRANSPORTATION PLAN 2012-2035 Towards a Sustainable Future

## Our Vision

### Towards a Sustainable Future

For the past three decades, the Southern California Association of Governments (SCAG) has prepared Regional Transportation Plans (RTPs) with the primary goal of increasing mobility for the region's residents and visitors. While mobility is a vital component of the quality of life that this region deserves, it is by no means the only component. SCAG has placed a greater emphasis than ever before on sustainability and integrated planning in the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), whose vision encompasses three principles that collectively work as the key to our region's future: mobility, economy, and sustainability.

The 2012 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to both improve public health and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act. As such, the 2012 RTP contains a regional commitment for the broad deployment of zero and near-zero emission transportation technologies in the 2023-2035 timeframe and clear steps to move towards this objective. This is especially critical for our goods movement system. The development of a world class zero emission freight transportation system is necessary to maintain economic growth in the region, to sustain quality of life and to meet federal air quality requirements. The 2012 RTP puts forth an aggressive strategy for technology development and deployment to achieve this objective. This strategy will have may co-benefits, including energy security, cost certainty, increased public support for infrastructure, GHG reduction and economic development.

Never before have the crucial linkages and interrelationships between the economy, the regional transportation system, and land use been as important as now. For the first time, the 2012 RTP includes a significant consideration of the economic impacts and opportunities provided by the transportation infrastructure plan set forth in the 2012 RTP, considering not only the economic and job creation impacts of the direct investment in transportation infrastructure, but also the efficiency gains in terms of worker and business economic productivity and goods movement. The 2012 RTP outlines a transportation infrastructure investment strategy that will beneficially impact Southern California, the state, and the nation in terms of economic development, competitive advantage,

and overall competitiveness in the global economy in terms of attracting and retaining employers in the Southern California region.

The 2012 RTP/SCS will transform the region, serving as a blueprint for improving quality of life for our residents by providing more choices for where they will live, work, and play, and how they will move around. Its safe, secure, and efficient transportation systems will provide improved access to opportunities, such as jobs, education, and healthcare. Its emphasis on transit and active transportation will allow our residents to lead a healthier, active lifestyle. It will create jobs, ensure our region's economic competitiveness through strategic investments in our goods movement system, and improve environmental and health outcomes for 22 million residents by 2035. More importantly, the RTP/SCS will also preserve what makes the region special, including our stable and successful neighborhoods and our array of open spaces for future generations to enjoy.

## The Setting

In order to successfully overcome the challenges that lie before us, this RTP/SCS first recognizes the impacts that recent events and long-term trends will have on how people choose to live and move around.

## ECONOMIC RECESSION

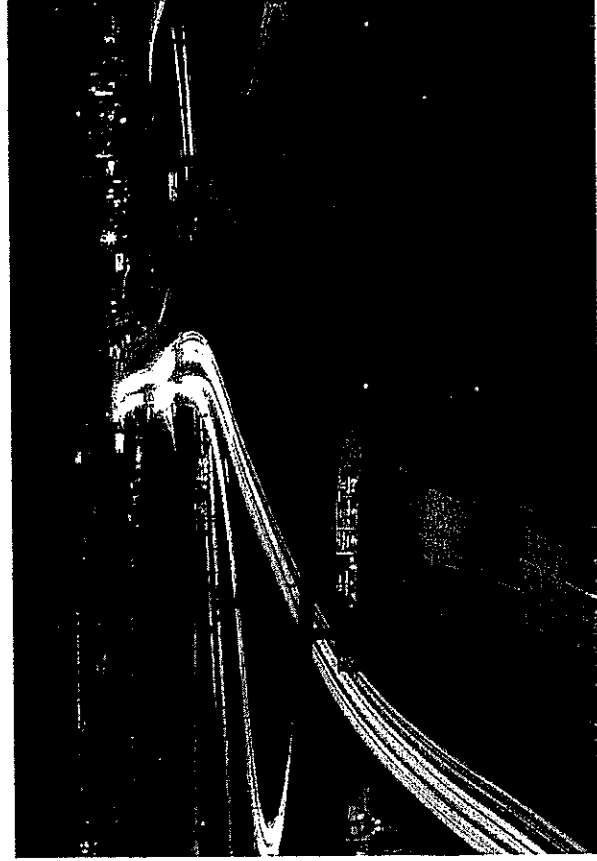
**[800,000]** jobs have been lost in the region  
due to the Great Recession

The economic turmoil faced by many of the region's residents is likely to impact their housing choices and travel behavior, including their transportation mode choice and day-to-day travel patterns. This will potentially require different types of transportation solutions.

## POPULATION GROWTH

The region will add **[4 million]** people by 2035

This growth in population will only exacerbate our region's existing mobility challenges. The SCAG region is already home to 18 million people, or 49 percent of California's population. If it were its own state, the SCAG region would be the fifth most populous in the nation. Furthermore, this expected growth will occur mainly in the suburban inland counties of Riverside and San Bernardino, adding to the existing imbalance of jobs and housing in the region, and requiring people to travel which contributes to transportation and air quality challenge. In addition, with the aging of the Baby Boomer generation (the share of the population 65 years or older will increase from 11 percent in 2010 to 18 percent in 2035), the region will soon have a greater need for efficient modes of transportation for those who can no longer drive as their main form of transportation.



## MULTIMODAL TRANSPORTATION SYSTEM

Over the past few decades, the region has invested heavily in a multimodal transportation system that serves as the backbone of the region's economic well-being.

### THE SYSTEM AT A GLANCE

**[21,630]** miles of highways and arterials  
**[470]** miles of passenger rail  
**[6]** air carrier airports

Nine out of ten trips in the region utilize our extensive highway and arterial network, which supports a host of modes, including the automobile, transit, and active transportation. The region is also home to a growing number of passenger rail lines, none of which existed 20 years ago. Our regional aviation system is the nation's largest and most complex in terms of number of airports and aircraft, and our goods movement industry plays a critical role in sustaining the economy of our region. The importance of this system to our region cannot be understated.

### THE REGION IN MOTION

**[446 million]** miles driven each day  
**[81 million]** air passengers each year  
**[45%]** more urban rail riders between 2000 and 2006  
**[34%]** of our jobs depend on the goods movement industry

## Challenges

The challenges facing the region are daunting. When combined, our mobility, air quality, and funding challenges present an imposing threat to the quality of life for both current and future residents.

### MOBILITY CHALLENGES

The region wastes over **[3 million]** hours  
each year sitting in traffic

The region's roadways are the most congested in the nation, and traffic relief is critical, even more so in our current economic situation. By failing to address our congestion, we have foregone jobs—every 10 percent decrease in congestion can bring an employment increase of about 132,000 jobs.

### SAFETY CHALLENGES

On the brighter side, our roadways are among the nation's safest, with rate of fatal and injury collisions declining dramatically since the 1930's. But as we continue to successfully improve safety for our motorists, we cannot neglect the alarming fatality rates of those traveling on other modes of transportation.

**[21%]** of all traffic-related fatalities involve pedestrians

This fatality rate is unacceptable, and if we plan to successfully move towards a more sustainable future that includes plenty of active transportation, we must address the safety deficiencies in all modes of transportation.

### AIR QUALITY CHALLENGES

In addition, while Southern California is a leader in reducing emissions and ambient levels of air pollutants are improving, the SCAG region continues to have the worst air quality in the nation and air pollution still causes thousands of premature deaths every year, as well as other serious adverse health effects. The South Coast Air Quality Management District (AQMD) estimates the monetary cost of air pollution in Southern California to be at least \$14.6 billion annually.

Even with on-going aggressive control strategies, ever more stringent national ozone standards require further oxide of nitrogen (NO<sub>x</sub>) emission reductions in the SCAG region. In the South Coast Air Basin, for example, it is estimated that NO<sub>x</sub> emissions will need to be reduced by approximately two-thirds in 2023 and three-quarters in 2030. This is a daunting challenge. The level of emission reduction required is so significant that 2030 emissions forecasted from just three sources—ships, trains, and aircraft—would lead to ozone levels near the federal standard. Because most sources, including cars and factories, are already controlled by over 90 percent, attainment of ozone standards will require broad deployment of zero and near-zero emission technologies in the 2023-2035 timeframe.

### Senate Bill 375

New to this RTP, California's Sustainable Communities and Climate Protection Act, or Senate Bill (SB) 375, calls for this RTP to include an SCS that reduces greenhouse gas (GHG) emissions from passenger vehicles by 8 percent per capita by 2020 and 13 percent per capita by 2035 compared to 2005, as set by the California Air Resources Board (ARB). SB 375 enhances the State's goals of Assembly Bill 32, the Global Warming Solutions Act of 2006. Meeting the required targets will not be easy, but it must be done for the health and quality of life of current and future generations. Meeting these targets will point the region towards overall sustainability and will provide benefits beyond reducing carbon emissions.

## FINANCIAL CHALLENGES

Of all the challenges facing us today, there is perhaps none more critical than funding. With the projected growth in population, employment, and demand for travel, the costs of our multimodal transportation needs surpass projected revenues available from our historic transportation funding source—the gas tax.

State and federal gas taxes have not changed in nearly **[20]** years

Yet, highway construction costs have grown by **[82%]**

As a result of years of underinvestment, a significant amount of our roadways and bridges have fallen into a state of disrepair. It is imperative that this situation be addressed. The rate of deterioration will only accelerate with continued deferral, significantly increasing the cost of bringing our assets back into a state of good repair. Furthermore, with recent declines in transit funding, the region's transit operators continue to face major obstacles to providing frequent, attractive transit service.

Rail operating costs have increased by over **[40%]** in the past decade

Intercity transit operators have been forced to cut service by up to **[20%]**

The region must consider ways to stabilize existing revenue sources and supplement them with reasonably available new sources. This region needs a long-term, sustainable funding plan that supports an efficient and effective transportation system that grows the economy, provides mobility choices, and improves our quality of life.

## Our Approach

To address these challenges, SCAG performed a careful analysis of our transportation system, the future growth of our region, and potential new sources of revenue, and embarked on a massive outreach undertaking to hear what the region had to say. While SCAG continued to work closely through hundreds of meetings with stakeholder agencies that it has always collaborated with, it also conducted a series of planning sessions throughout the region to find out what Southern Californians want to see in their future. The result of this multi-year effort is the 2012 RTP/SCS, a shared vision for the region's sustainable future.

## Transportation Investments

The RTP/SCS contains a host of improvements to our multimodal transportation system. These improvements include closures to critical gaps in the network that hinder access to certain parts of the region, as well as the strategic expansion of our transportation system where there is room to grow in order to provide the region with the mobility it needs. These improvements are outlined in **TABLE 1**.

New photo coming soon

TABLE 1 Transportation Investments

<b>Transit</b>		<b>\$ 49.7 billion</b>
Bus Rapid Transit (BRT)	New BRT routes, extensions, and/or service enhancements in Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties	\$ 4.6 billion
Light Rail Transit (LRT)	New Light Rail routes/extensions in Los Angeles and San Bernardino Counties	\$ 13.1 billion
Heavy Rail Transit (HRT)	Heavy Rail extension in Los Angeles County	\$ 11.1 billion
Bus	New and expanded bus service in Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties	\$ 20.9 billion
<b>Passenger and High-Speed Rail</b>		<b>\$ 51.6 billion</b>
Commuter Rail	Metrolink extensions in Riverside County and Metrolink systemwide improvements to provide higher speeds	\$ 3.9 billion
High-Speed Rail	Improvements to the Los Angeles to San Diego (LOSSAN) Rail Corridor with an ultimate goal of providing San Diego-Los Angeles express service in under two hours Phase I of the California High-Speed Train (HST) project that would provide high-speed service from Los Angeles to the Antelope Valley	\$ 47.7 billion
<b>Active Transportation</b>		<b>\$ 6.0 billion</b>
Various Active Transportation Strategies	Increase our bikeways from 4,315 miles to 10,122 miles, bring 12,000 miles of deficient sidewalks into compliance with the Americans with Disabilities Act (ADA), safety improvements, and various other strategies	\$ 6.0 billion
<b>Transportation Demand Management (TDM)</b>		<b>\$ 4.0 billion</b>
Various TDM Strategies	Strategies to incentivize drivers to reduce solo driving: <ul style="list-style-type: none"> <li>▪ Increase carpooling and vanpooling</li> <li>▪ Increase the use of transit, bicycling, and walking</li> <li>▪ Redistribute vehicle trips from peak periods to non-peak periods by shifting work times/days/locations</li> <li>▪ Encourage greater use of telecommuting</li> <li>▪ Other "First Mile/Last Mile" strategies to allow travelers to easily connect to and from transit service at their origin and destination. These strategies include the development of mobility hubs around major transit stations, the integration of bicycling and transit through folding-bikes-on-buses programs, triple bike racks on buses, and dedicated racks on light and heavy rail vehicles</li> </ul>	\$ 4.0 billion

### Transportation Systems Management (TSM) (includes Intelligent Transportation Systems (ITS))

#### Various TSM Strategies

Enhanced incident management, advanced ramp metering, traffic signal synchronization, advanced traveler information, improved data collection, universal transit fare cards (Smart Cards), and Transit Automatic Vehicle Location (AVL) to increase traffic flow and reduce congestion

**\$ 6.8 billion**

\$ 6.8 billion

### Highways

#### Mixed Flow

Interchange improvements and closures to critical gaps in the highway network to provide access to all parts of the region

**\$ 72.3 billion**

\$ 18.4 billion

#### High-Occupancy Vehicle (HOV)/ High-Occupancy Toll (HOT)

Closures to gaps in the high-occupancy vehicle (HOV) lane network and the addition of freeway-to-freeway direct HOV connectors to complete Southern California's HOV network

\$ 18.7 billion

A connected network of Express/HOT lanes

Closures to critical gaps in the highway network to provide access to all parts of the region

\$ 35.2 billion

**\$ 22.1 billion**

### Arterials

#### Various Arterial Improvements

Spot widenings, signal prioritization, driveway consolidations and relocations, grade separations at high-volume intersections, new bicycle lanes, and other design features such as lighting, landscaping, and modified roadway, parking, and sidewalk widths

\$ 22.1 billion

### Goods Movement (includes Grade Separations)

#### Various Goods Movement Strategies

Port access improvements, freight rail enhancements, grade separations, truck mobility improvements, intermodal facilities, and emission reduction strategies

**\$ 47.9 billion**

\$ 47.9 billion

### Aviation and Airport Ground Access

#### Various Airport Ground Access Improvements

Rail extensions and improvements to provide easier access to airports, and new express bus service from remote terminals to airports

**Included in modal investments**

Included in modal investments

### Operations and Maintenance

#### Transit

**\$ 216.9 billion**

\$ 139.3 billion

#### Highways

\$ 56.7 billion

#### Arterials

\$ 20.9 billion

Operations and maintenance to preserve our multimodal system in a good state of repair

## Financial Plan

The 2012 RTP financial plan identifies how much money is available to support the region's transportation investments. The plan includes a core revenue forecast of existing local, state, and federal sources, along with reasonably available new revenues sources that are likely to materialize within the RTP time frame. These new sources include adjustments to state and federal gas tax rates based on historical trends and recommendations from two national commissions (*National Surface Transportation Policy and Revenue Study Commission* and *National Surface Transportation Infrastructure Financing Commission*) created by Congress, further leveraging of existing local sales tax measures, value capture strategies, potential national freight program/freight fees, as well as passenger and commercial vehicle tolls for specific facilities. Reasonably available revenues also include innovative financing strategies, such as private equity participation.

TABLE 2 presents ten categories of new revenue sources and innovative financing techniques that are considered to be reasonably available and are included in the financially constrained plan. For each funding source, SCAG has examined the policy and legal context of implementation, prepared an estimate of the revenue potential, and identified action steps to ensure the funds are available to implement the region's transportation vision.

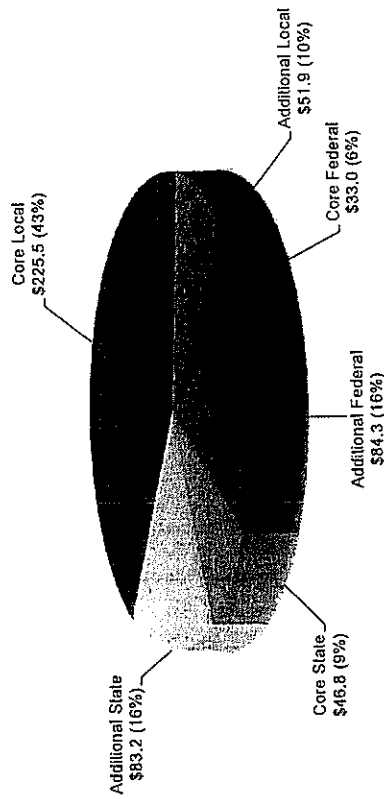
## Revenue Sources and Expenditures

FIGURES 1 AND 2 provide a summary of the plan's forecasted revenues and expenditures. As shown in these figures, the region's budget over the next 25 years totals an estimated \$524.7 billion.

TABLE 2 New Revenue Sources and Innovative Financing Strategies  
(Nominal Dollars, Billions)

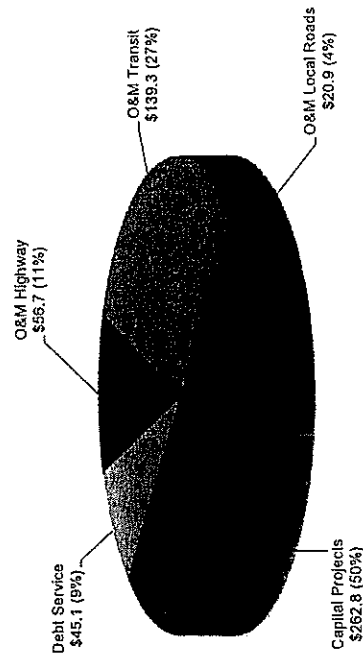
Bond Proceeds from Local Sales Tax Measures	Issuance of debt against existing sales tax revenues: Los Angeles, Orange, Riverside, and San Bernardino Counties.	\$25.6 bil
State and Federal Gas Excise Tax Adjustment to Maintain Historical Purchasing Power	Additional \$0.15 per gallon gasoline tax imposed at the state and the federal levels starting in 2017 to 2024—to maintain purchasing power.	\$16.9 bil
Mileage-Based User Fee (or equivalent fuel tax adjustment)	Mileage-based user fees would be implemented to replace gas tax and augment—estimated at about \$0.05 (2011\$)—per mile and indexed to maintain purchasing power starting 2025.	\$110.3 bil (est. increment only)
Highway Tolls (includes toll revenue bond proceeds)	Toll revenues generated from SR-710 Tunnel, I-710 South Freight Corridor, East-West Freight Corridor, segment of the High Desert Corridor, and Regional Express/HOT Lane Network.	\$22.3 bil
Private Equity Participation	Private equity share as may be applicable for key initiatives: e.g., toll facilities; also, freight rail package assumes railroad share of costs for mainline capacity and intermodal facilities.	\$2.7 bil
Freight Fee/National Freight Program	A national freight program is anticipated with the next federal reauthorization of the surface transportation act. The U.S. Senate's proposal would establish federal formula funding for the national freight network.	\$4.2 bil
E-Commerce Tax	Although these are existing revenue sources, they generally have not been collected. Potentially, the revenue could be used for transportation purposes, given the relationship between E-commerce and the delivery of goods to California purchasers.	\$3.1 bil
Interest Earnings	Interest earnings from toll bond proceeds.	\$0.2 bil
State Bond Proceeds, Federal Grants & Other for California High Speed Rail Program	State general obligation bonds authorized under the Bond Act approved by California voters as Proposition 1A in 2008; federal grants authorized under American Recovery and Reinvestment Act and High-Speed Intercity Passenger Rail Program; potential use of qualified tax credit bonds; and private sources.	\$33.0 bil
Value Capture Strategies	Assumes formation of special districts including use of tax increment financing for specific initiatives.	\$1.2 bil

**FIGURE 1** Revenue Sources  
\$524.7 Billion (Nominal Dollars) FY2011–FY2035



Source: SCAG Revenue Model 2011  
Note: Numbers may not add due to rounding

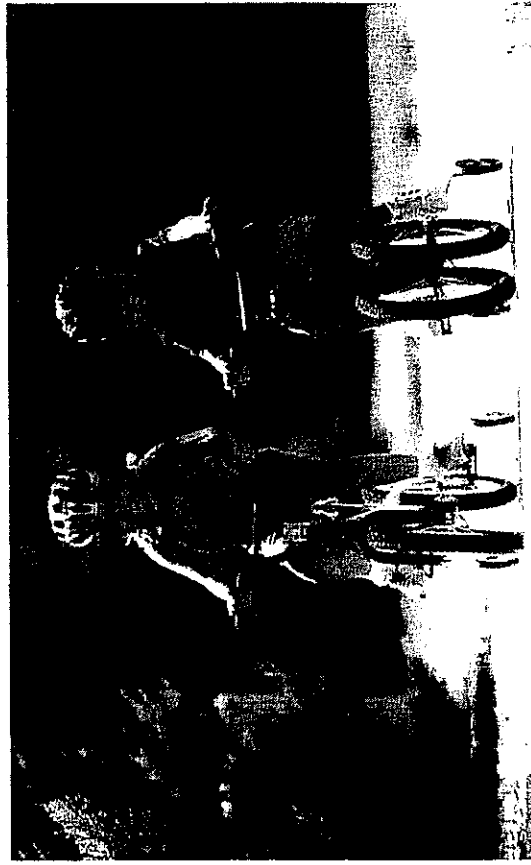
**FIGURE 2** Expenditure Summary  
\$524.7 Billion (Nominal Dollars) FY2011–FY2035



Source: SCAG Revenue Model 2011  
Note: Numbers may not add due to rounding

## Sustainable Communities Strategy

Within the RTP, the SCS demonstrates the region's ability to attain and exceed the GHG emission reduction targets set forth by the ARB. The SCS outlines our plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs and changing demographics, and transportation demands. The regional vision of the SCS maximizes current local efforts that support the goals of SB 375, as evidenced by several Compass Blueprint Demonstration Projects and various county transportation improvements. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures. Finally, the RTP/SCS fully integrates the two subregional SCSs prepared by the Gateway Cities and Orange County Council of Governments.



## Measuring Up

The investments in this RTP/SCS are expected to result in significant benefits to the region with respect to transportation and mobility, as well as air quality, economic activity and job creation, sustainability, and environmental justice. They will result in better placemaking, lower overall costs, advances in public health and the environment, responsiveness to a changing housing market, and improved accessibility and mobility.

### Air Quality and GHG Targets

We will reduce greenhouse gas emissions by **[8%]** by 2020, **[16%]** by 2035

This RTP/SCS successfully achieves and exceeds our greenhouse gas emission reduction targets, set by ARB by achieving an 8 percent reduction by 2020 and 16 percent reduction by 2035 compared to the 2005 level on a per capita basis. This RTP/SCS also meets criteria pollutant emission budgets set by EPA. With each passing year, Southern Californians should expect to breathe cleaner air and live healthier lives.

This air quality benefit is made possible largely by more sustainable planning, integrating transportation and land use decisions to allow Southern Californians to live closer to where they work and play, and to high-quality transit service. As a result, more residents will be able to use transit and active transportation as a safe and attractive means of travel.

### Location Efficiency

Over **[twice]** as many households will live near high-quality transit

Share of households living in the High Quality Transit Area will more than double over the plan period signaling a more efficient overall development pattern in the future.

### Mobility

Delay on our roadway system will improve over today's condition

Our roadways will be less congested, allowing our region's residents to spend less time in traffic onboard a bus or behind the wheel and more time with their families.

### Safety

Not only will residents be more mobile, they will also be safer. This RTP/SCS's emphasis on safety will result in significantly lower accident rates, giving our residents the peace of mind to travel freely throughout the day and come home to their loved ones every night.

### Economy

We will generate **[4.2 million]** jobs

Not only will the region be more mobile, it will also be more prosperous. Implementation of the RTP/SCS will create or sustain jobs today to build transportation infrastructure projects for tomorrow. The 4.2 million total jobs over the life of the RTP/SCS equates to an annual average of 167,900 jobs, and is not limited to the construction industry, but will encompass a broad cross-section of industry clusters.

### Investment Effectiveness

We will get **[\$2.90]** back for every \$1 spent

The RTP/SCS makes dollar sense. While its overall expenditures seem like a huge cost, the region will recover \$2.90 for every \$1 this RTP/SCS commits, which will only help propel the region to more prosperous days ahead.

## Public Participation

The development of the Draft 2012 RTP/SCS involved implementation of one of the most comprehensive and coordinated public participation plans ever undertaken by SCAG. The public and stakeholder involvement program went over and beyond meeting the requirements of SB 375 and the SAFETEA-LU. SCAG engaged the widest range of stakeholder groups, elected officials, special interest groups as well as general public, through a series of workshops and public meetings, as well as SCAG's policy committees, task forces and subcommittee structure. The input received through this process has truly shaped the Draft 2012 RTP/SCS in a meaningful way. Furthermore, SCAG will continue to involve and engage the stakeholders and the public in the process of refining and finalizing the 2012 RTP/SCS over the next several months through the close of the formal comment period. SCAG has developed a state-of-the-art video and interactive RTP/SCS website called IRTP that will further enhance our capability to engage and involve the stakeholders and the public to continue shaping the 2012 RTP/SCS.



## Strategic Plan – Looking Ahead – Beyond the Horizon

The 2012 RTP/SCS proposes investing over \$500 billion over the next 25 years to improve the quality of life of the region's residents by enhancing our transportation system. However, additional strategies and projects are needed. The Strategic Plan identifies additional long-term initiatives such as zero emission transportation strategies; new operational improvements; expanded transit investments and high-speed rail system; as well as increased commitment to active transportation. Although elements of these strategies are included in the financially constrained plan, further work is needed to ensure there is regional consensus and commitment to fund the balance in subsequent RTPs.